

CALIFORNIA HIGH-SPEED RAIL

Burbank to Los Angeles Section

2014 SCOPING REPORT

APPENDICES A – C

November 2014



CALIFORNIA
High-Speed Rail Authority



U.S. Department of Transportation
Federal Railroad Administration



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Appendix A
Notice of Preparation (NOP) and
Notice of Scoping Comment Period Extension

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SCH No. **— ORIGINAL FILED****JUL 24 2014****LOS ANGELES, COUNTY CLERK****NOTICE OF PREPARATION**

FROM: Frank Vacca
Chief Program Manager
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

SUBJECT: Notice of Preparation of a Project Environmental Impact Report /
Environmental Impact Statement for the California High-Speed Rail System
Burbank to Los Angeles Section

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The California High-Speed Rail Authority (Authority), as the Lead Agency for the California Environmental Quality Act (CEQA) process for a proposed California High-Speed Rail (HSR) System, is **amending the existing 2007 Notice of Preparation (NOP) for the Palmdale to Los Angeles section and will prepare an Environmental Impact Report (EIR) for the Burbank to Los Angeles Section of the Authority's proposed HSR System (proposed project) (Refer to Exhibit 1, more details below).** In March 2007, the Authority and Federal Railroad Administration (FRA) respectively issued a NOP (SCH No. 2007031066) and a Notice of Intent (NOI) for the preparation of an EIR/Environmental Impact Statement (EIS) for the Palmdale to Los Angeles Section of the Authority's proposed California HSR System. Because the Palmdale to Los Angeles Section of the HSR System will be implemented in two parts consistent with Authority's Business Plan that prioritizes an Initial Operating Section (IOS) with a southern temporary terminus in the San Fernando Valley at Burbank Airport, the Authority and FRA have determined that there are two sections of the HSR System between Palmdale and Los Angeles and they will be better evaluated in two separate EIR/EISs: Palmdale to Burbank and Burbank to Los Angeles. Each of these sections has logical termini and independent utility, as discussed further below.

This NOP provides information regarding the Project EIR/EIS for the Burbank to Los Angeles Section of the Authority's HSR System. The Palmdale to Burbank Project EIR/EIS is the subject of a separate NOP. The Authority is issuing this NOP to solicit public and agency input into the scope of the EIR and to advise the public that outreach activities will be conducted by the Authority and its representatives in the preparation of a joint EIR/EIS.¹

¹ The Authority has prepared this Notice of Preparation voluntarily and is not waiving any rights it may have related to Surface Transportation Board jurisdiction and regulation of this proposed project under the Interstate Commerce Commission Termination Act of 1995, including that Act's preemptive effect on CEQA's application to this proposed project.



FRA is the federal lead agency for the National Environmental Policy Act (NEPA) and will publish a NOI in the Federal Register, announcing the FRA's amendment of their 2007 NOI and their intention to initiate the federal environmental review process for the Burbank to Los Angeles Section of the Authority's proposed HSR System.

BACKGROUND: In 2001, the Authority and FRA started a tiered environmental review process for the Statewide HSR System. In 2005, the Authority certified a Program EIR/EIS for the statewide California HSR System (Refer to Exhibit 2) (Statewide Program EIR/EIS) as the first-phase of a tiered environmental review process. The Statewide Program EIR/EIS analyzed an HSR System for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to the cities of Los Angeles and San Diego in the south.

The approved HSR System would be approximately 800 miles long, with electric propulsion and steel-wheel-on-steel-rail trains capable of operating speeds up to 220 miles per hour (mph) on a dedicated system of fully grade-separated, access-controlled steel tracks with state-of-the-art safety, signaling, communication, and automated train control systems.

In approving the HSR System at the Program level, the Authority and FRA also selected corridors/general alignments and station location options throughout most of the System, including a corridor between Palmdale and Los Angeles. Based on the Statewide Program EIR/EIS, the agencies selected the Soledad Canyon Corridor and the Los Angeles County Metropolitan Transportation Authority (Metro)/Metrolink right-of-way for the HSR routes from Palmdale to Los Angeles with station location options in the City of Palmdale, the San Fernando Valley, and the vicinity of Los Angeles Union Station.

Tiering from the Statewide Program EIR/EIS, the Authority issued an NOP for the HSR Palmdale to Los Angeles Section project-level EIR on March 12, 2007 (SCH No. 2007031066). The NOI to prepare a project-level EIS for the Palmdale to Los Angeles Section was published in the Federal Register on March 9, 2007.

Since the 2007 NOP, several alternatives analyses have been conducted to refine project-level alternatives. A Preliminary Alternatives Analysis (July 2010) addressed alignment alternatives and station options throughout the Palmdale to Los Angeles Section. Three Supplemental Alternatives Analyses ("SAA") have also been prepared. The first SAA (March 2011) addressed supplemental alignment alternatives and station options for the Los Angeles to Sylmar subsection. The second SAA (April 2012) addressed supplemental alignment alternatives for the Sylmar to Palmdale subsection and redefined the subsection into two new subsections: the Santa Clarita subsection, extending from Sylmar to two miles east of Lang Station Road, and the Palmdale subsection, extending from two miles east of Lang Station Road to Palmdale.

The third SAA (May 2014) discusses the concept of evaluating Palmdale to Burbank and Burbank to Los Angeles as two sections in light of, among other factors, the Initial Operating Segment (IOS) concept (with its interim terminus in the San Fernando Valley/Burbank) introduced in the 2012 and 2014 Business Plans. The May 2014 SAA refined the alignment alternatives and station options, including identifying the Palmdale Transportation Center Station Option at the northern end and the Burbank Airport Station as the southern limit of the Palmdale to Burbank Section.

The Preliminary Alternatives Analysis and all SAAs included public outreach activities, including community meetings, stakeholder meetings, and public official outreach. The Preliminary Alternatives

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Analysis and SAA documents include a description of public outreach activities conducted. All alternatives analyses documents have been available for public review and comment as part of the alternatives analysis process, like all alternative analyses developed in this geographic area. (See http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/palmdale_losangeles.html for copies of these AA documents). The work and information contained in the Burbank-to-Los-Angeles portions of those alternatives analyses documents, will inform the Authority in developing (and inform the public in commenting on) the Burbank to Los Angeles EIR/EIS and its development.

As discussed further in the May 2014 SAA, it would be beneficial to address the environmental effects of the HSR System from Palmdale to Burbank in one EIR/EIS and from Burbank to Los Angeles in a separate EIR/EIS. This would provide for more effective planning and public outreach in these highly populated areas. Each of these sections has logical termini and independent utility, as discussed further below. These two sections are of sufficient length to address environmental matters on a broad scope. They have logical termini, which means that their end points are rational for transportation improvements and for the review of environmental impacts. Additionally, each section has independent utility, which means that the HSR System can function properly within each section, independent of additional improvements elsewhere. The assessment of HSR alternatives in the Burbank to Los Angeles Section will assure adequate opportunity for the consideration of alternatives for this section and adjacent sections of the HSR system. The preparation of the Burbank to Los Angeles Section EIR/EIS will involve the development of preliminary engineering designs and the assessment of potential environmental effects associated with the construction, operation, and maintenance of the HSR System in this section.

DATES: Written comments on the scope of the Burbank to Los Angeles HSR EIR/EIS should be provided to the Authority no later than 30 days after publication of this notice. Public scoping meetings are scheduled from August 5, 2014 to August 19, 2014 as noted below. All comments received during the scoping period will receive equal consideration as the comments received during the March to April 2007 scoping period for the Palmdale to Los Angeles Section EIR/EIS.

ADDRESSES: Written comments on the scope should be sent to Mark A. McLoughlin, Director of Environmental Services, Attention: Burbank to Los Angeles Section EIR/EIS, California High-Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA 90012, or via email with subject line "Burbank to Los Angeles Section EIR/EIS" to: burbank_los.angeles@hsr.ca.gov. Comments may also be provided orally or in writing at scoping meetings scheduled at the following locations:

- **SANTA CLARITA: Tuesday, August 5**, William S. Hart Regional Park, 24151 Newhall Avenue, Newhall, CA 91321
- **BURBANK: Wednesday, August 6**, Buena Vista Branch Library, 300 N. Buena Vista Street, Burbank, CA 91505
- **PALMDALE: Thursday, August 7**, Chimbole Cultural Center, 38350 Sierra Highway, Palmdale CA, 93550
- **ACTON/AGUA DULCE: Monday, August 11**, Acton-Agua Dulce Library, 33792 Crown Valley Road, Acton, CA 93510
- **SYLMAR: Tuesday, August 12**, Sylmar Public Library, 14561 Polk Street, Sylmar, CA 91342

- **LAKE VIEW TERRACE: Thursday, August 14,** Lake View Terrace Recreation Center, 11075 Foothill Boulevard, Lake View Terrace, CA 91342
- **DOWNTOWN LA: Tuesday, August 19,** Los Angeles Union Station Fred Harvey Room, 800 N. Alameda Street, Los Angeles, CA 90012

All scoping meetings will be held from **5:30pm to 7:30pm**.

FOR FURTHER INFORMATION CONTACT: Mark A. McLoughlin at the above address.

SUPPLEMENTARY INFORMATION: The Authority was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HSR network that is fully coordinated with other public transportation services. As required by state law, the Authority adopted a Business Plan in June 2000, which reviewed the economic feasibility of an 800-mile-long HSR System capable of speeds in excess of 200 miles per hour on a dedicated, fully grade-separated state-of-the-art track. The Authority released updated Business Plans in November 2008, December 2009 (addendum in April 2010), April 2012, and April 2014. These Business Plans, which are subject to a separate public review process, are an important part of the statewide planning process for HSR.

In 2005, the Authority and FRA completed the Statewide Program EIR/EIS, as the first phase of a tiered environmental review process. The Authority certified the Statewide Program EIR under CEQA and approved the proposed HSR System, and FRA issued a Record of Decision under NEPA for the Statewide Program EIS. This Statewide Program EIR/EIS established the purpose and need for the HSR System, analyzed an HSR System, and compared it with a No Project/No Action Alternative, and with a Modal Alternative (i.e., expansion of freeways and airports). In approving the Statewide Program EIR/EIS, the Authority and FRA selected the HSR Alternative, selected general corridors/alignments and general station locations for further study, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HSR System during the site-specific project environmental review to avoid and minimize potential adverse environmental impacts.

The HSR Alternative as described in the Statewide Program EIR/EIS provides a broad planning and conceptual outline of the proposed train system. The Burbank to Los Angeles Section EIR/EIS will allow for the consideration of alignment alternatives within this section at a greater level of detail. The Burbank to Los Angeles Section EIR/EIS will tier from the Statewide Program EIR/EIS in accordance with Council on Environmental Quality regulations, (40 CFR 1508.28) and the CEQA Guidelines (14 California Code of Regulations §§ 15152, 15168). The Burbank to Los Angeles Section EIR/EIS will build upon all previous work prepared for, and incorporated in, the Statewide Program EIR/EIS, including the state planning process incorporated into the Authority's Business Plans. In addition, the selection of alternatives to be included in the Burbank to Los Angeles EIR/EIS will consider comments that were received from the agencies and the public during the public outreach process on the alternatives analyses conducted since the 2007 Palmdale to Los Angeles NOP.

The Burbank to Los Angeles Section EIR/EIS will be carried out in accordance with FRA's Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545 [May 26, 1999]) and will follow the Integration Process for the California High-Speed Train Program as set forth in the Memorandum of Understanding among FRA, the Authority, the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers. The Burbank to Los Angeles Section EIR/EIS will also address, as necessary, other applicable statutes, regulations, and executive orders, including (but not limited to) the Clean Water Act, Section

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106 of the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

The Burbank to Los Angeles Section EIR/EIS will describe site-specific environmental impacts, will identify specific mitigation measures to address those impacts, and will incorporate design features to avoid and minimize potential adverse environmental impacts. The site characteristics, size, nature, and timing of the proposed project elements will be described as a basis for determining whether the impacts are potentially significant and whether impacts can be avoided or mitigated. The Burbank to Los Angeles Section EIR/EIS will identify and evaluate reasonable and feasible alignment alternatives along the corridor selected in the Programmatic EIR/EIS, as well as addressing alternatives that may meet project objectives while potentially reducing environmental effects as identified during the alternatives analysis process and the scoping process. The Burbank to Los Angeles Section EIR/EIS will also identify and evaluate station options and evaluate the potential impacts of construction, operation, and maintenance of the HSR System in this section. Information and documents regarding this HSR environmental review process will be made available through the Authority's internet site: www.hsr.ca.gov.

Project Description / Alternatives

The Burbank to Los Angeles Section EIR/EIS will consider a No Project Alternative and HSR Alternatives for the Burbank to Los Angeles Section.

No Project Alternative: The No Project Alternative (No Action or No Build) represents the conditions in the Burbank to Los Angeles Section as they exist in 2014, and as they would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2040, taking into account the following sources of information: the State Transportation Improvement Program, Regional Transportation Plans for all modes of travel, airport plans, intercity passenger rail plans, and city and county plans.

HSR Alternatives: HSR Alternatives to be evaluated as part of the proposed project from Burbank to Los Angeles involve various potential horizontal and vertical alignments between Burbank and Los Angeles within the horizontal corridor identified in Exhibit 1, and various potential station configurations at the Burbank Airport and Los Angeles Union Station section terminus points. The purpose of this NOP is to solicit input about those potential alignments and configurations and their potential impacts, so as to inform the preparation of the Burbank to Los Angeles EIR/EIS.

The Authority proposes to construct, operate, and maintain an electric-powered steel-wheel-on-steel-rail HSR System, approximately 800 miles long, capable of operating speeds up to 220 mph on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. Work on this System is underway in the Central Valley. This proposed project would continue this effort between Burbank and Los Angeles.

The HSR Corridor that was selected by the Authority and FRA in the Statewide Program EIR/EIS follows the San Joaquin Hills from the City of Palmdale to the community of Sylmar in the City of Los Angeles and then follows the Metro/Metrolink Railroad line to Burbank Airport and Los Angeles Union Station. The Corridor is relatively wide in the area that includes both the State Route 14 and Union Pacific Railroad alignments between the Antelope Valley and the City of Santa Clarita.

Specific station configuration options also will be evaluated in the Burbank to Los Angeles Section EIR/EIS, so as to support station area development policies to encourage transit-friendly development

near and around HSR stations. The potential to promote multi-modal uses, higher density, mixed-use, and pedestrian-oriented development around the stations will guide the selection of the station alternatives. Potential sites for a terminal storage and maintenance facility will be evaluated in the Palmdale to Burbank Section EIR/EIS.

Project Location

See attached map (Exhibit 1).

Probable Effects

The purpose of Burbank to Los Angeles Section EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. Impact areas to be addressed as potentially containing probable effects include transportation impacts; safety and security; EMI/EMF; land use and zoning; cumulative impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, biological resources and wetlands, hydrology and water resources, noise, vibration, and energy. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated. A copy of the Initial Study is available for review at the following link:
http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/burbank_losangeles.html.

Scoping and Comments

Public scoping meetings are an important component of the scoping process for the Burbank to Los Angeles Section EIR/EIS. The Authority encourages broad participation in the Burbank to Los Angeles Section EIR/EIS process and review of the resulting environmental documents. The Authority invites comments and suggestions from all interested agencies and the public at large to ensure that the full range of issues related to the proposed action and all reasonable alternatives are addressed and that all significant issues are identified. Comments are also sought regarding alternatives addressed in the Preliminary Alternatives Analysis and the SAAs, as noted above. Public agencies with jurisdiction are requested to advise the Authority and FRA of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will be advertised locally and included in additional public notification.

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Due to the time limits mandated by State law, public agencies are requested to send their responses to this Notice of Preparation to the Authority no later than 30 days after publication of this notice. All comments received during this scoping period will receive equal consideration as comments received during the March to April 2007 scoping period for the former Palmdale to Los Angeles Section EIR/EIS.

Please send your response and direct any comments or questions regarding this Project to Mark A. McLoughlin, Director of Environmental Services, at the address shown above.

Date:

July 24, 2014

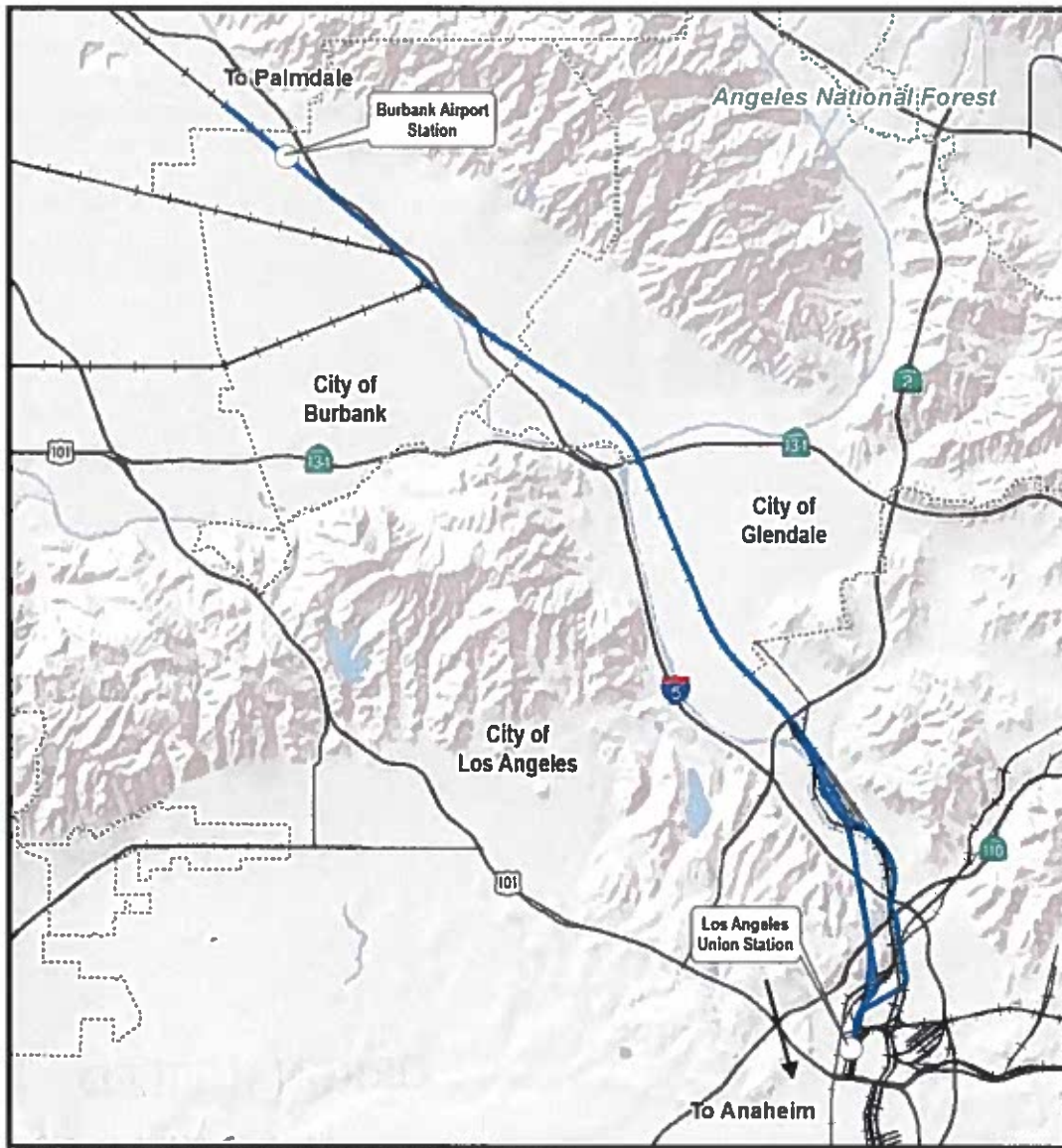
Signature:

Frank Vacca
Frank Vacca
Chief Program Manager

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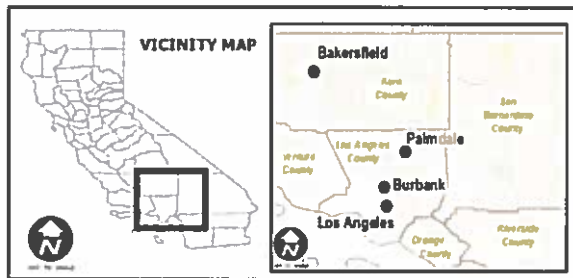


Source: California High-Speed Rail Authority, 2014; ESRI Maps & Data, 2014; URS, 2014

LEGEND

- Proposed HSR Stations
- Proposed HSR Alignments
- Railroads
- Municipal Boundary

0 0.5 1 2 Miles



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Exhibit 1
Burbank to Los Angeles Section



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Exhibit 2
Proposed California HSR Statewide System



CALIFORNIA High-Speed Rail Authority

DATE: August 29, 2014

CONTACT: Adeline Yee
(916) 669-6561 (w)
(916) 712-2704 (c)
Adeline.Yee@hsr.ca.gov

Scoping Comment Period Extended: Palmdale to Burbank/Burbank to Los Angeles

On July 24, 2014, the California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) published Notices of Preparation and Notices of Intent (NOPs/NOIs) for the receipt of public agency comments regarding the preparation of environmental documentation for the Palmdale to Burbank and Burbank to Los Angeles high-speed rail project sections. At the same time we requested comments from all stakeholders.

In its continued efforts to ensure comprehensive agency and public participation, the comment period has been extended to Friday, September 12. The extension is a result of stakeholder interest, time extension requests and the Authority's commitment to engagement with both agencies and the public during the advancement of these important high-speed rail project sections.

We appreciate those who have already submitted comments, and encourage those who have not yet commented to do so during this extended period. As always, public comments about these project sections and their environmental documentation are welcome at any time and will be considered in development of the project section studies.

Please submit your comments by:

Mail:

Mark A. McLoughlin, Director of Environmental Services
ATTN: (Specify which Project Section)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

Electronic Mail:

Place name of Project Section in subject line:
Palmdale to Burbank:
palmdale_burbank@hsr.ca.gov
Burbank to Los Angeles: burbank_los.angeles@hsr.ca.gov

Phone:

(800) 630-1039

For additional information contained in the NOP and NOI, please visit:

Palmdale to Burbank:

http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/palmdale_burbank.html

Burbank to Los Angeles:

http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/burbank_losangeles.html

Appendix B
Notice of Intent (NOI) and
Notice of Scoping Comment Period Extension

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configuration will be further refined and evaluated in the Palmdale to Burbank Section EIR/EIS to reflect the evolution of statewide planning for HSR, as outlined in the 2014 Business Plan, as well as public and agency comments and concerns. To assist in the development of the IOS, station area development policies to encourage transit-friendly development near and around HSR stations that would have the potential to promote multi-modal uses, higher density, mixed-use, pedestrian-oriented development around the stations will guide the selection of the station alternatives. In addition, station option selection will evaluate sites for potential to function as a terminal station in the IOS. Potential sites for terminal storage and maintenance facilities will also be evaluated in the Palmdale to Burbank Section EIR/EIS.

Probable Effects

The purpose of the EIR/EIS process is to explore, in a public setting, the effects of the proposed action on the physical, human, and natural environment. FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HSR System. Impact areas to be addressed include transportation impacts; safety and security; land use and zoning; land acquisition, displacements, and relocations; agricultural land impacts; cumulative and secondary impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; and natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

The Palmdale to Burbank Section EIR/EIS will be prepared in accordance with FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999) and will follow the Integration Process for the California High-Speed Train Program as set forth in the Memorandum of Understanding (Integration MOU) among FRA, the Authority, the U.S. Environmental Protection Agency and the USACE. Consistent with the Integration MOU, the Burbank to Los Angeles Section EIR/EIS will evaluate alignment alternatives, and station and maintenance facility location options. This analysis will occur in coordination with the analysis

required under the Integration MOU necessary to make a determination of the Least Environmentally Damaging Practicable Alternative (LEDPA) by the USACE, as required by Section 404 of the Clean Water Act.

The Palmdale to Burbank Section EIR/EIS will also address, as necessary, other applicable statutes, regulations, and executive orders, including (but not limited to) the Clean Air Act, Clean Water Act, Section 106 of the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

Implementation of the Palmdale to Burbank Section is a federal undertaking with the potential to affect historic properties. As such, it is subject to the requirements of Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f). In accordance with regulations issued by the Advisory Council on Historic Preservation, 36 CFR part 800, FRA intends to coordinate compliance with Section 106 of this Act with the preparation of the Palmdale to Burbank Section EIR/EIS, beginning with the identification of consulting parties in a manner consistent with the standards set out in 36 CFR 800.8. Pursuant to a Programmatic Agreement among FRA, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the Authority, phased review of effects on historic properties is being conducted as provided by 36 CFR 800.4(b)(2). Public comment is sought with respect to the effects of potential alternatives within the Palmdale to Burbank Section on historic properties.

Scoping and Comments

FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. Comments and suggestions are invited from all interested agencies, Native American Tribes, and the public at large to ensure that the full range of issues related to the proposed action and all reasonable alternatives are addressed and that all significant issues are identified. In particular, FRA is interested in determining whether there are areas of environmental concern where there might be a potential for significant impacts identifiable at a project level. Comments are also sought regarding purpose and need as it relates to the Palmdale to Burbank Section and the selection of alternatives, including alternatives addressed in the Preliminary Alternatives Analysis and the SAAs. Public agencies with jurisdiction are requested to advise FRA

and Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the project-level Palmdale to Burbank Section EIR/EIS.

Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will also be advertised locally and included in additional public notification. The scoping meetings will be held from 5:30 p.m. to 7:30 p.m. at the following locations:

- *Santa Clarita*: Tuesday, August 5, William S. Hart Regional Park, 24151 Newhall Avenue, Newhall, CA 91321
- *Burbank*: Wednesday, August 6, Buena Vista Branch Library, 300 N. Buena Vista Street, Burbank, CA 91505
- *Palmdale*: Thursday, August 7, Chimbole Cultural Center, 38350 Sierra Highway, Palmdale, CA 93550
- *Acton/Agua Dulce*: Monday, August 11, Acton-Agua Dulce Library, 33792 Crown Valley Road, Acton, CA 93510
- *Sylmar*: Tuesday, August 12, Sylmar Public Library, 14561 Polk Street, Sylmar, CA 91342
- *Lake View Terrace*: Thursday, August 14, Lakeview Terrace Recreation Center, 11075 Foothill Boulevard, Lake View Terrace, CA 91342
- *Downtown LA*: Tuesday, August 19, Los Angeles Union Station Fred Harvey Room, 800 N. Alameda Street, Los Angeles, CA 90012

Issued in Washington, DC, on July 18, 2014.

Corey Hill,

Director, Office of Program Delivery.

[FR Doc. 2014-17385 Filed 7-23-14; 8:45 a.m.]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the California High-Speed Rail System Burbank to Los Angeles Section, CA

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FRA is issuing this notice to advise other Federal, state, and local

agencies and the public that FRA and the California High-Speed Rail Authority (Authority) are amending the existing 2007 Notice of Intent for the Palmdale to Los Angeles Section and will jointly prepare an Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the Burbank to Los Angeles Section of the California High-Speed Rail (HSR) System in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act of 1969 (NEPA). FRA is publishing this notice to solicit additional public and agency input into the development of the scope of the EIS and to advise the public that outreach activities conducted by the FRA and the Authority and their representatives will be considered in the preparation of the EIR/EIS. Federal cooperating agencies for the EIS are the Surface Transportation Board (STB), the U.S. Army Corps of Engineers (USACE), and the Bureau of Land Management (BLM).

In March 2007, FRA and the Authority respectively issued a Notice of Preparation and a Notice of Intent for the preparation of an EIR/EIS for the Palmdale to Los Angeles Section of the Authority's proposed California HSR System. Because the Palmdale to Los Angeles Section of the HSR System will be implemented in two parts consistent with Authority's Business Plan that prioritizes an Initial Operating Section (IOS) with a southern temporary terminus in the San Fernando Valley, the FRA and Authority have determined that there are two sections of the HSR System between Palmdale and Los Angeles and they will be better evaluated in two separate EIR/EISs: Palmdale to Burbank and Burbank to Los Angeles. Each of these sections has logical termini and independent utility, as discussed further below. This notice provides information regarding the Project EIR/EIS for the Burbank to Los Angeles Section of the California HSR System (proposed action). The Palmdale to Burbank Section of the California HSR System is the subject of a separate Notice of Intent, which is being published concurrently with this notice. The preparation of the Burbank to Los Angeles Section EIR/EIS will involve a robust public outreach process; the development of preliminary engineering designs; and the assessment of potential environmental effects associated with the construction, operation, and maintenance of the HSR System.

DATES: Written comments on the scope of the Burbank to Los Angeles EIR/EIS should be provided to the address below by August 25, 2014. Public scoping

meetings are scheduled from August 5, 2014 to August 19, 2014 as noted below in the **SUPPLEMENTARY INFORMATION** section. Scoping materials and information concerning the scoping meetings is available through the Authority's Web site: http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/burbank_losangeles.html.

ADDRESSES: Written comments on the scope should be sent to Mark A. McLoughlin, Director of Environmental Services, Attention: Burbank to Los Angeles Section EIR/EIS, California High-Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA 90012, or via email with subject line "Burbank to Los Angeles Section EIR/EIS" to: burbank_los.angeles@hsr.ca.gov.

Comments may also be provided orally or in writing at scoping meetings. See the **SUPPLEMENTARY INFORMATION** section for meeting times and addresses. **FOR FURTHER INFORMATION CONTACT:** Ms. Stephanie Perez, Environmental Protection Specialist, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE., (Mail Stop 20), Washington, DC 20590, telephone: (202) 493-0388, email: stephanie.perez@dot.gov; or Mr. Mark A. McLoughlin, Director of Environmental Services, California High-Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA 90012, telephone: (800) 630-1039, email: burbank_los.angeles@hsr.ca.gov.

SUPPLEMENTARY INFORMATION: FRA is an operating administration of the U.S. Department of Transportation and has responsibility for overseeing the safety of railroad operations, including the safety of any proposed high-speed ground transportation system. FRA is also authorized to provide, subject to appropriations, Federal funding for intercity passenger rail capital investments including high-speed rail. Federal cooperating agencies for the EIS are BLM, STB, and USACE. BLM has approval authority over the use of public lands under their control. STB has exclusive jurisdiction, pursuant to 49 U.S.C. 10501(b), over the construction, acquisition, operation, and abandonment of rail lines, railroad rates, and services and rail carrier consolidations and mergers. The construction and operation of the proposed California HSR System is subject to STB's approval authority under 49 U.S.C. 10901. USACE has jurisdiction under Section 404 of the Clean Water Act.

The Authority was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HSR network that is fully coordinated with other public transportation services. In 2005, FRA and the Authority completed the California HSR Program EIR/EIS (Statewide Program EIR/EIS), as the first phase of a tiered environmental review process. The Authority certified the Statewide Program EIR under CEQA and approved the proposed HSR System, and FRA issued a Record of Decision under NEPA for the Statewide Program EIS. This Statewide Program EIR/EIS established the purpose and need for the HSR System, analyzed an HSR System, and compared the HSR System with a No Action Alternative and a Modal Alternative.

In approving the Statewide Program EIR/EIS, FRA and the Authority selected the HSR Alternative for intercity passenger travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to the cities of Los Angeles and San Diego in the south; selected general corridors/alignments and general station locations for further study; incorporated mitigation strategies and design practices; and specified further measures to guide the development of the HSR System during the site-specific, project-level environmental review to avoid and minimize potential adverse environmental impacts. The approved HSR System would be approximately 800 miles long, with electric propulsion and steel-wheel-on-steel-rail trains capable of operating speeds of 220 miles per hour (mph) on a dedicated system of fully grade-separated, access-controlled steel tracks with state-of-the-art safety, signaling, communication, and automated train control systems.

The HSR Alternative as described in the Statewide Program EIR/EIS provides a broad planning and conceptual outline of the proposed train system. The Burbank to Los Angeles Section EIR/EIS will allow for the consideration of alternatives for this section at a greater level of detail. The Burbank to Los Angeles Section EIR/EIS will tier from the Statewide Program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 California Code of Regulations 15168(b)). The Burbank to Los Angeles Section EIR/EIS will build upon all previous work prepared for, and incorporated in, the Statewide Program EIR/EIS, including the state planning process incorporated into the

Authority's Business Plans. In addition, the selection of alternatives to be included in the Burbank to Los Angeles EIR/EIS will consider comments received from the agencies and the public during the alternatives analyses process. All comments received during the scoping period will receive equal consideration as comments received during the March to April 2007 scoping period for the Palmdale to Los Angeles Section EIR/EIS.

In approving the HSR System, FRA and the Authority also selected corridors/general alignments and station location options throughout most of the System, including a corridor between Palmdale and Los Angeles. The Statewide Program EIR/EIS generally selected the Soledad Canyon Corridor and the Metro/Metrolink right-of-way for the HSR route from Palmdale to Los Angeles with stations in the City of Palmdale, the San Fernando Valley, and the vicinity of Los Angeles Union Station.

In addition to the NEPA and CEQA process, as required by state law, the Authority adopted its first Business Plan in June 2000, which reviewed the economic feasibility of an 800-mile-long HSR System capable of operating speeds in excess of 200 mph on a dedicated, fully grade-separated state-of-the-art track. The Authority released updated Business Plans in November 2008, December 2009 (addendum in April 2010), April 2012, and April 2014. These Business Plans, which are subject to public review, are an important part of the statewide planning process for HSR.

Pursuant to state law, the Authority must prepare Business Plans bi-annually, which are subject to public review and comment and must include information describing the type of service to be developed and the proposed chronology for the construction of the Statewide HSR system.

On April 30, 2014, the Authority released its 2014 Business Plan, which builds on the Authority's 2012 Plan. Like the 2012 Revised Business Plan, the 2014 Business Plan describes the phased implementation of the California HSR System, including a 300-mile Initial Operating Section (IOS). This IOS is intended to provide a one-seat ride from Merced to the San Fernando Valley, closing a north-south intercity passenger rail gap. Initially, the IOS is proposed to begin with the construction of up to 130 miles of high-speed rail track and structures in the Central Valley. It would terminate in the San Fernando Valley and would connect with the San Francisco Bay Area and

the Los Angeles Basin (referred to as the "bookends") through a "blended" system. The blended operations would rely on connections with regional and local rail for an interim period prior to initiation of full HSR service.

In addition to the refinement of the types of service and the likely chronology in the Business Plans, several alternatives analyses have been conducted to refine the project alignments and station locations. The Preliminary Alternatives Analysis and all Supplemental Alternative Analyses (SAA) included public outreach activities, including community meetings, stakeholder meetings, and public official outreach. The Preliminary Alternatives Analysis and SAA documents include a description of public outreach activities conducted. These documents are available at http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/palmdale_losangeles.html.

The Preliminary Alternatives Analysis was published in July 2010 and addressed alignment alternatives and station options throughout the Palmdale to Los Angeles Section. Three Supplemental Alternatives Analyses ("SAA") have subsequently been prepared. The first SAA (March 2011) addressed supplemental alignment alternatives and station options for the Los Angeles to Sylmar subsection. The second SAA (April 2012) addressed supplemental alignment alternatives for the Sylmar to Palmdale subsection and redefined the subsection into two new subsections: The Santa Clarita subsection, extending from Sylmar to two miles east of Lang Station Road, and the Palmdale subsection, extending from two miles east of Lang Station Road to Palmdale.

The third SAA (May 2014) reflects the 2012 and 2014 Business Plans by introducing phased implementation of the project with a 300-mile IOS. With the introduction of the IOS, this SAA also discusses the concept of evaluating Palmdale to Burbank and Burbank to Los Angeles as two sections. The May 2014 SAA refined the alignment alternatives and station options, including withdrawing one alignment alternative and three station options, and recommending the Palmdale Transportation Center Station and the Burbank Airport Station for further analysis.

As discussed further in the May 2014 SAA, it would be beneficial to address the environmental effects of the HSR System from Palmdale to Burbank in one EIR/EIS and from Burbank to Los Angeles in a separate EIR/EIS. This would provide for more effective

planning and public outreach in these highly populated areas. These two sections are of sufficient length to address environmental matters. They have logical termini, which means that their end points are rational for transportation improvements and for the review of environmental impacts. Each section has independent utility, which means that the HSR System will function properly within each section, independent of additional improvements elsewhere.

The Burbank to Los Angeles Section EIR/EIS will describe site-specific environmental impacts, identify specific mitigation measures to address those impacts, and incorporate design features to avoid and minimize potential adverse environmental impacts. The site characteristics, size, nature, and timing of the proposed action will be described as a basis for determining whether the impacts are potentially significant and whether impacts can be avoided, minimized, or mitigated. The Burbank to Los Angeles Section EIR/EIS will identify and evaluate reasonable and feasible alignment alternatives along the corridor selected in the Program EIR/EIS, as well as addressing alternatives that may meet project objectives while potentially reducing environmental effects as identified during the alternatives analysis process and the scoping process. The Burbank to Los Angeles Section EIR/EIS will also identify and evaluate station options and evaluate the impacts of construction, operation, and maintenance of the proposed HSR System. Information and documents regarding this HSR environmental review process will be made available through the Authority's Internet site: www.hsr.ca.gov.

Purpose and Need

The purpose of the proposed HSR System is to provide a new mode of high-speed intercity travel that would link major metropolitan areas of the state; interface with airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to, and protective of, California's unique natural resources.

The need for an HSR System is directly related to the expected growth in population, and increases in intercity travel demand in California over the next 20 years and beyond. With the growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality

in and around California's metropolitan areas from an increasingly congested transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth. The proposed HSR System is designed to address some of the social, economic and environmental problems associated with transportation congestion in California.

The Burbank to Los Angeles Section, with a connection to the IOS through the Burbank station, meets this purpose and need by:

- Connecting the major metropolitan areas in Central and Northern California to downtown Los Angeles;
- Incorporating HSR into the intermodal transportation hubs at Burbank and Los Angeles Union Station, thereby providing interfaces with airports (Bob Hope Airport), mass transit (Metro, Metrolink, and Amtrak), and highways, resulting in local and regional transit and transportation hubs;
- Capturing a large base of riders in the densely populated Los Angeles Basin; and
- Providing station locations with existing and planned transit oriented development potential.

The scoping process will allow the public and agencies to provide input and comments on purpose and need as it relates to the Burbank to Los Angeles section.

Alternatives

The Burbank to Los Angeles Section EIR/EIS will consider a No Action Alternative and one or more HSR Alternatives.

No Action Alternative

The No Action Alternative (No Project or No Build) represents the conditions in the Burbank to Los Angeles Section as they exist in 2014, and as they would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2040, taking into account the following sources of information: The State Transportation Improvement Program, Regional Transportation Plans for all modes of travel, airport plans, intercity passenger rail plans, and city and county plans.

HSR Alternative

The Authority proposes to construct, operate and maintain an electric-

powered steel-wheel-on-steel-rail HSR System, approximately 800 miles long, capable of operating speeds of 220 mph on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems.

The Palmdale to Los Angeles HSR Corridor that was selected by FRA and the Authority in the Statewide Program EIR/EIS follows Soledad Canyon from the City of Palmdale to the community of Sylmar in the City of Los Angeles and then along the Metro/Metrolink Railroad line to Los Angeles Union Station. The corridor is relatively wide in the area that includes both the State Route 14 and Union Pacific Railroad alignments between the Antelope Valley and Santa Clarita.

Alternatives analyses conducted subsequent to completion of the Statewide Program EIR/EIS have examined alignments within the selected corridor, including the San Fernando Valley and northeast and downtown Los Angeles. The May 2014 SAA concluded that Burbank Airport would provide the most benefits and fewest impacts of the station locations in the San Fernando Valley, because intermodal connectivity (rail, bus, air) is strongest and existing land uses (primarily industrial and commercial) would be most compatible with the development of transit oriented uses. The May 2014 SAA was available for public review and comment as part of the alternatives analysis process. Additional engineering studies will be continued as part of this EIR/EIS process and will examine potential new alignments and refine studied alignments in order to better meet purpose and need, respond to stakeholder comments and concerns, and reduce environmental impacts. All alignment alternatives would be grade separated from existing roadways.

Station location options were selected with the Statewide Program EIR/EIS based on travel time, train speed, cost, local access times, potential connections with other modes of transportation, ridership potential and the distribution of population and major destinations along the route, and local planning constraints and conditions. The identification of station sites and configuration will be further refined and evaluated in the Burbank to Los Angeles Section EIR/EIS to reflect the evolution of statewide planning for HSR, as outlined in the 2014 Business Plan, as well as public and agency comments and concerns. Potential sites for terminal storage and maintenance facilities will be evaluated in the Palmdale to Burbank Section EIR/EIS.

Probable Effects

The purpose of the EIR/EIS process is to explore, in a public setting, the effects of the proposed action on the physical, human, and natural environment. FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HSR System. Impact areas to be addressed include transportation impacts; safety and security; land use and zoning; land acquisition, displacements, and relocations; agricultural land impacts; cumulative and secondary impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; and natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

The Burbank to Los Angeles Section EIR/EIS will be prepared in accordance with FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999) and will follow the Integration Process for the California High-Speed Train Program as set forth in the Memorandum of Understanding (Integration MOU) among FRA, the Authority, the U.S. Environmental Protection Agency and the USACE. Consistent with the Integration MOU, the Burbank to Los Angeles Section EIR/EIS will evaluate alignment alternatives, and station and maintenance facility location options. This analysis will occur in coordination with the analysis required under the Integration MOU necessary to make a determination of the Least Environmentally Damaging Practicable Alternative (LEDPA) by the USACE, as required by Section 404 of the Clean Water Act.

The Burbank to Los Angeles Section EIR/EIS will also address, as necessary, other applicable statutes, regulations, and executive orders, including (but not limited to) the Clean Air Act, Clean Water Act, Section 106 of the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

Implementation of the Burbank to Los Angeles Section is a Federal undertaking with the potential to affect historic properties. As such, it is subject to the requirements of Section 106 of the National Historic Preservation Act of

1966 (16 U.S.C. 470f). In accordance with regulations issued by the Advisory Council on Historic Preservation, 36 CFR part 800, FRA intends to coordinate compliance with Section 106 of this Act with the preparation of the Burbank to Los Angeles Section EIR/EIS, beginning with the identification of consulting parties in a manner consistent with the standards set out in 36 CFR 800.8. Pursuant to a Programmatic Agreement among FRA, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the Authority, phased review of effects on historic properties is being conducted as provided by 36 CFR 800.4(b)(2). Public comment is sought with respect to the effects of potential alternatives within the Burbank to Los Angeles Section on historic properties.

Scoping and Comments

FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. Comments and suggestions are invited from all interested agencies, Native American Tribes, and the public at large to ensure that the full range of issues related to the proposed action and all reasonable alternatives are addressed and that all significant issues are identified. In particular, FRA is

interested in determining whether there are areas of environmental concern where there might be a potential for significant impacts identifiable at a project level. Comments are also sought regarding purpose and need as it relates to the Burbank to Los Angeles Section and the selection of alternatives, including alternatives addressed in the Preliminary Alternatives Analysis and the SAAs. Public agencies with jurisdiction are requested to advise FRA and Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the project-level Burbank to Los Angeles Section EIR/EIS.

Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will also be advertised locally and included in additional public notification. The scoping meetings will

be held from 5:30 p.m. to 7:30 p.m. at the following locations:

- *Santa Clarita*: Tuesday, August 5, William S. Hart Regional Park, 24151 Newhall Avenue, Newhall, CA 91321
- *Burbank*: Wednesday, August 6, Buena Vista Branch Library, 300 N. Buena Vista Street, Burbank, CA 91505
- *Palmdale*: Thursday, August 7, Chimbole Cultural Center, 38350 Sierra Highway, Palmdale, CA, 93550
- *Acton/Agua Dulce*: Monday, August 11, Acton-Agua Dulce Library, 33792 Crown Valley Road, Acton, CA 93510
- *Sylmar*: Tuesday, August 12, Sylmar Public Library, 14561 Polk Street, Sylmar, CA 91342
- *Lake View Terrace*: Thursday, August 14, Lakeview Terrace Recreation Center, 11075 Foothill Boulevard, Lake View Terrace, CA 91342
- *Downtown LA*: Tuesday, August 19, Los Angeles Union Station Fred Harvey Room, 800 N. Alameda Street, Los Angeles, CA 90012

Issued in Washington, DC, on July 18, 2014.

Corey Hill,

Director, Office of Program Delivery.

[FR Doc. 2014-17384 Filed 7-23-14; 8:45 a.m.]

BILLING CODE 4910-06-P



CALIFORNIA High-Speed Rail Authority

DATE: August 29, 2014

CONTACT: Adeline Yee
(916) 669-6561 (w)
(916) 712-2704 (c)
Adeline.Yee@hsr.ca.gov

Scoping Comment Period Extended: Palmdale to Burbank/Burbank to Los Angeles

On July 24, 2014, the California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) published Notices of Preparation and Notices of Intent (NOPs/NOIs) for the receipt of public agency comments regarding the preparation of environmental documentation for the Palmdale to Burbank and Burbank to Los Angeles high-speed rail project sections. At the same time we requested comments from all stakeholders.

In its continued efforts to ensure comprehensive agency and public participation, the comment period has been extended to Friday, September 12. The extension is a result of stakeholder interest, time extension requests and the Authority's commitment to engagement with both agencies and the public during the advancement of these important high-speed rail project sections.

We appreciate those who have already submitted comments, and encourage those who have not yet commented to do so during this extended period. As always, public comments about these project sections and their environmental documentation are welcome at any time and will be considered in development of the project section studies.

Please submit your comments by:

Mail:

Mark A. McLoughlin, Director of Environmental Services
ATTN: (Specify which Project Section)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

Electronic Mail:

Place name of Project Section in subject line:
Palmdale to Burbank:
palmdale_burbank@hsr.ca.gov
Burbank to Los Angeles: burbank_los.angeles@hsr.ca.gov

Phone:

(800) 630-1039

For additional information contained in the NOP and NOI, please visit:

Palmdale to Burbank:

http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/palmdale_burbank.html

Burbank to Los Angeles:

http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/burbank_losangeles.html

Appendix C

Public Notification of the Scoping Meetings

Appendix C.1 Legal Advertisements

Appendix C.2 Display Advertisements

Appendix C.3 Media Coverage

Appendix C.4 Scoping Meeting Mail Notices

Appendix C.5 Electronic Notices

Appendix C.6 Website Notices

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Appendix C.1

Legal Advertisements

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Los Angeles Times

STATE OF CALIFORNIA

County of Los Angeles

I am a citizen of the United States, and a resident of the county aforesaid; I am over the age of eighteen years; and I am not a party to or interested in the notice published. I am the chief legal advertising clerk of the publisher of the LOS ANGELES TIMES a newspaper of general circulation, printed and published daily in the City of Los Angeles, County of Los Angeles. The LOS ANGELES TIMES has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 21, 1952, Case No. 598,599. The notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

July 25,

all in the year 2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct

Dated at Los Angeles, California, this

29th day of July 2014

Signature

2648458

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CALIFORNIA High-Speed Rail Authority

PROJECT LEVEL ENVIRONMENTAL IMPACT REPORT /ENVIRONMENTAL IMPACT STATEMENT PROPOSED CALIFORNIA HIGH-SPEED RAIL PROGRAM PALMDALE TO BURBANK AND BURBANK TO LOS ANGELES PROJECT SECTIONS

NOTICES OF PREPARATION AND PUBLIC SCOPING MEETINGS

The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) are releasing a Notice of Preparation (NOP) and Notice of Intent (NOI – published in the Federal register), respectively, for the preparation of the Environmental Impact Report/Environmental Impact Statements (EIR/EISs) for the Palmdale to Burbank and Burbank to Los Angeles Project Sections of the proposed California High-Speed Rail program. The proposed Palmdale to Burbank Section would connect the cities of Palmdale and Burbank through the Antelope Valley and the San Fernando Valley. The Burbank to Los Angeles Section corridor would connect the cities of Burbank and Los Angeles. The NOP/NOI is being publicly circulated for a minimum of 30 days beginning on July 25, 2014 and ending on August 31, 2014. Public scoping comments regarding the Palmdale to Burbank Project Section and the Burbank to Los Angeles Project Section are requested by August 31, 2014. All written comments regarding the Palmdale to Burbank Project Section and the Burbank to Los Angeles Project Section must be submitted using the instructions below:

Comments on Palmdale to Burbank Project Section

Mark A. McLoughlin, Director
of Environmental Services,
Attention: Palmdale to
Burbank Section Project
Level EIR/EIS, California
High-Speed Rail Authority,
700 North Alameda Street,
Room 3-532, Los Angeles,
CA 90012, or via email with
subject line "Palmdale to
Burbank Section Project Level
EIR/EIS" to:
palmdale_burbank@hsr.ca.gov

Comments on Burbank to Los Angeles Project Section

Mark A. McLoughlin, Director
of Environmental Services,
Attention: Burbank to Los
Angeles Section Project
Level EIR/EIS, California
High-Speed Rail Authority,
700 North Alameda Street,
Room 3-532, Los Angeles,
CA 90012, or via email with
subject line "Burbank to Los
Angeles Section Project Level
EIR/EIS" to:
burbank_los.angeles@hsr.ca.gov

The Authority and FRA are hosting public scoping meetings to receive public comment regarding the scope of the environmental analysis to be addressed in both (Palmdale to Burbank and Burbank to Los Angeles) EIR/EISs. Join us to learn more about these proposed projects and provide input into the environmental process. All scoping meetings will be held from 5:30pm to 7:30pm.

PUBLIC SCOPING MEETINGS

Tuesday, August 5, 2014
William S. Hart Regional Park
24151 Newhall Avenue
Newhall, CA 91321

Wednesday, August 6, 2014
Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505

Thursday, August 7, 2014
Chimbole Cultural Center
38350 Sierra Highway
Palmdale, CA 93550

Monday, August 11, 2014
Acton-Agua Dulce Library
33792 Crown Valley Road
Acton, CA 93510

Tuesday, August 12, 2014
Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342

Thursday, August 14, 2014
Lake View Terrace
Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342

Tuesday, August 19, 2014
Los Angeles Union Station Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012



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STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to-wit:

July 25

all in the year 20 14

I certified (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

28 day of July, 20 14

Roxa Berumen

This space is for the County Clerk's filing Stamp

Proof of publication:



CALIFORNIA High-Speed Rail Authority

NIVEL DE PROYECTO DEL INFORME DE IMPACTO AMBIENTAL / DECLARACIÓN DE IMPACTO AMBIENTAL
PROGRAMA PROPUESTO DE TREN DE ALTA VELOCIDAD DE CALIFORNIA

SECCIONES DEL PROYECTO DE PALMDALE A BURBANK Y BURBANK A LOS ÁNGELES

AVISOS DE PREPARACIÓN Y REUNIONES DE ALCANCE PÚBLICO

La Autoridad de Tren de Alta Velocidad de California (Autoridad) y la Administración Federal de Ferrocarriles (FRA, por sus siglas en inglés) están lanzando un Aviso de Preparación (NOP) y Aviso de Intención (NOI-publicado en el registro Federal), respectivamente, para la preparación del Informe de Impacto Ambiental/Declaraciones de Impacto Ambiental (EIR/EISs) para las Secciones del Proyecto de Palmdale a Burbank y Burbank a Los Angeles del programa propuesto de Tren de Alta Velocidad de California. La Sección propuesta de Palmdale a Burbank conectaría a las ciudades de Palmdale y Burbank a través de Antelope Valley y San Fernando Valley. El corredor de la Sección de Burbank a Los Angeles conectaría a las ciudades de Burbank y Los Angeles. EL NOP/NOI está siendo circulado públicamente por un mínimo de 30 días comenzando el 25 de julio de 2014 y terminando el 31 de agosto de 2014. Comentarios de alcance público concernientes a la Sección del Proyecto de Palmdale a Burbank y la Sección del Proyecto de Burbank a Los Angeles son solicitados al 31 de agosto de 2014. Todos los comentarios escritos en relación con la Sección del Proyecto de Palmdale a Burbank y la Sección del Proyecto de Burbank a Los Angeles deben ser presentados utilizando las siguientes instrucciones:

Comentarios sobre la Sección del Proyecto de Palmdale a Burbank	Comentarios sobre la Sección del Proyecto de Burbank a Los Angeles
Mark A. McLoughlin, Director Servicios Ambientales, Atención: Sección del Proyecto de Palmdale a Burbank Nivel EIR/EIS, Autoridad de Tren de Alta Velocidad de California, 700 North Alameda Street, Sala 3-532 Los Angeles, CA 90012, o por correo electrónico con "Sección del Proyecto de Palmdale a Burbank Nivel EIR/EIS" en la línea del asunto a: palmdale_burbank@hshs.ca.gov	Mark A. McLoughlin, Director Servicios Ambientales, Atención: Sección del Proyecto de Burbank a Los Angeles Nivel EIR/EIS, Autoridad de Tren de Alta Velocidad de California, 700 North Alameda Street, Sala 3-532 Los Angeles, CA 90012, o por correo electrónico con "Sección del Proyecto de Burbank a Los Angeles Nivel EIR/EIS" en la línea del asunto a: burbank_los.angeles@hshs.ca.gov

La Autoridad y la FRA son organizadores de las reuniones de alcance público para recibir comentarios del público sobre el alcance de los análisis medioambientales que se abordarán en ambos EIR/EISs (Palmdale a Burbank y Burbank a Los Angeles) Únase a nosotros para aprender más acerca de estos proyectos propuestos y dar su contribución sobre el proceso ambiental. Todas las reuniones de alcance serán llevadas a cabo de 5:30pm a 7:30pm.

REUNIONES DE ALCANCE PÚBLICO

Martes 5 de agosto de 2014
Parque Regional William S. Hart
24151 Newhall Avenue
Newhall, CA 91321

Lunes 11 de agosto de 2014
Biblioteca de Acción-Agua Dulce
33792 Crown Valley Road
Action, CA 93510

Martes 19 de agosto de 2014
Los Angeles Union Station
Sala Fred Harvey
800 N. Alameda Street
Los Angeles, CA 90012

Miércoles 6 de agosto de 2014
Sucursal de la Biblioteca de Buena Vista
300 N. Buena Vista Street
Burbank, CA 91505

Martes 12 de agosto de 2014
Biblioteca Pública de Sylmar
14561 Polk Street
Sylmar, CA 91342

Jueves 7 de agosto de 2014
Centro Cultural Chimbote
38350 Sierra Highway
Palmdale, CA 93550

Jueves 14 de agosto de 2014
Centro Recreativo Lake View Terrace
11075 Foothill Boulevard
Lake View Terrace, CA 91342

189-4507024



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(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Daily News

a newspaper of general circulation published 7 times weekly in the County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit: JULY 25, 2014

all in the year 2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Woodland Hills,

California, this 25th day of July, 2014

Tim Cault

Signature



Proof of Publication of

CNS 264-8508



CALIFORNIA High-Speed Rail Authority

PROJECT LEVEL ENVIRONMENTAL IMPACT REPORT /
ENVIRONMENTAL IMPACT STATEMENT

PROPOSED CALIFORNIA HIGH-SPEED RAIL PROGRAM
PALMDALE TO BURBANK AND BURBANK TO LOS ANGELES PROJECT

NOTICES OF PREPARATION AND PUBLIC SCOPING MEETINGS

The California High-Speed Rail Authority (Authority) and the Federal Register Administration (FRA) are releasing a Notice of Preparation (NOP) and Intent (NOI – published in the Federal register), respectively, for the proposed California High-Speed Rail program. The proposed Palmdale to Burbank and Burbank to Los Angeles Project Section would connect the cities of Palmdale and Burbank through the San Fernando Valley and the San Fernando Valley. The Burbank to Los Angeles Section would connect the cities of Burbank and Los Angeles. The NOP/NOI is publicly circulated for a minimum of 30 days beginning on July 25, 2014, ending on August 31, 2014. Public scoping comments regarding the proposed Palmdale to Burbank Project Section and the Burbank to Los Angeles Project Section requested by August 31, 2014. All written comments regarding the proposed Palmdale to Burbank Project Section and the Burbank to Los Angeles Project Section submitted using the instructions below:

Comments on Palmdale to Burbank Project Section

Mark A. McLoughlin, Director of Environmental Services, **Attention: Palmdale to Burbank Section Project Level EIR/EIS**, California High-Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA 90012, or via email with subject line "Palmdale to Burbank Section Project Level EIR/EIS" to: palmdale_burbank@hsr.ca.gov

Comments on Burbank to Los Angeles Project Section

Mark A. McLoughlin, Director of Environmental Services, **Attention: Burbank to Los Angeles Project Level EIR/EIS**, California High-Speed Rail Authority, Alameda Street, Room 3-532, Los Angeles, CA 90012, or via email with subject line "Burbank to Los Angeles Project Level EIR/EIS" to: burbank_los.angeles@hsr.ca.gov

The Authority and FRA are hosting public scoping meetings to receive public comment regarding the scope of the environmental analysis to be added to both (Palmdale to Burbank and Burbank to Los Angeles) EIR/EISs. Join us to learn more about these proposed projects and provide input into the environmental review process. All scoping meetings will be held from **5:30pm to 7:30pm**.

PUBLIC SCOPING MEETINGS

Tuesday, August 5, 2014
William S. Hart Regional Park
24151 Newhall Avenue
Newhall, CA 91321

Wednesday, August 6, 2014
Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505

Thursday, August 7, 2014
Chimbole Cultural Center
38350 Sierra Highway
Palmdale, CA 93550

Monday, August 11, 2014
Acton-Agua Dulce Branch Library
33792 Crown Valley Road
Acton, CA 93510

Tuesday, August 12, 2014
Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342

Thursday, August 14, 2014
Lake View Terrace Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342

AFFIDAVIT OF PUBLICATION

(2015.5 C.C.P.)

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STATE OF CALIFORNIA

County of Los Angeles

} s s

CALIF HIGH SPEED RAIL AUTHORITY
CNS2648585

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the **Antelope Valley Press**, a newspaper of general circulation, printed and published daily in the City of Palmdale, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under date of October 24, 1931, Case Number 328601; Modified Case Number 657770 April 11, 1956; also operating as the Ledger-Gazette, adjudicated a legal newspaper June 15, 1927, by Superior Court decree No. 224545; also operating as the Desert Mailer News, formerly known as the South Antelope Valley Foothill News, adjudicated a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California on May 29, 1967, Case Number NOC564 and adjudicated a newspaper of general circulation for the City of Lancaster, State of California on January 26, 1990, Case Number NOC10714, Modified October 22, 1990; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

July 25, 2014

I certify (or declare) under penalty of perjury that the fore-going is true and correct.



Signature

Dated: July 25, 2014

Executed at Palmdale, California



Valley Press

37404 SIERRA HWY., PALMDALE CA 93550
Telephone (661)267-4112/Fax (661)947-4870



CALIFORNIA High-Speed Rail Authority

PROJECT LEVEL ENVIRONMENTAL IMPACT REPORT /
ENVIRONMENTAL IMPACT STATEMENT
PROPOSED CALIFORNIA HIGH-SPEED RAIL PROGRAM
PALMDALE TO BURBANK AND BURBANK TO LOS ANGELES
PROJECT SECTIONS

NOTICES OF PREPARATION AND PUBLIC SCOPING MEETINGS

The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) are releasing a Notice of Preparation (NOP) and Notice of Intent (NOI – published in the Federal register), respectively, for the preparation of the Environmental Impact Report/ Environmental Impact Statements (EIR/EISs) for the Palmdale to Burbank and Burbank to Los Angeles Project Sections of the proposed California High-Speed Rail program. The proposed Palmdale to Burbank Section would connect the cities of Palmdale and Burbank through the Antelope Valley and the San Fernando Valley. The Burbank to Los Angeles Section corridor would connect the cities of Burbank and Los Angeles. The NOP/NOI is being publicly circulated for a minimum of 30 days beginning on July 25, 2014 and ending on August 31, 2014. Public scoping comments regarding the Palmdale to Burbank Project Section and the Burbank to Los Angeles Project Section are requested by August 31, 2014. All written comments regarding the Palmdale to Burbank Project Section and the Burbank to Los Angeles Project Section must be submitted using the instructions below:

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Comments on Burbank to Los Angeles Project Section

Mark A. McLoughlin, Director of Environmental



37404 SIERRA HWY., PALMDALE CA 93550
Telephone (661)267-4112/Fax (661)947-4870

Instructions below:

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Mark A. McLoughlin, Director of Environmental Services, **Attention: Palmdale to Burbank Section Project Level EIR/EIS**, California High-Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA 90012, or via email with subject line "Palmdale to Burbank Section Project Level EIR/EIS" to: palmdale_burbank@hsr.ca.gov

Comments on Burbank to Los Angeles Project Section

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PUBLIC SCOPING MEETINGS

- | | |
|------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| Tuesday, August 5, 2014
William S. Hart Regional Park
24151 Newhall Avenue
Newhall, CA 91321 | Wednesday, August 6, 2014
Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505 |
| Thursday, August 7, 2014
Chimbole Cultural Center
38350 Sierra Highway
Palmdale, CA 93550 | Monday, August 11, 2014
Acton-Agua Dulce Library
33792 Crown Valley Road
Acton, CA 93510 |
| Tuesday, August 12, 2014
Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342 | Thursday, August 14, 2014
Lake View Terrace Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342 |
| Tuesday, August 19, 2014
Los Angeles Union Station
Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012 | |

Appendix C.2

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CALIFORNIA High-Speed Rail Authority

PUBLIC SCOPING MEETINGS

Palmdale to Burbank and Burbank to Los Angeles Project Sections

The California High-Speed Rail Authority will be holding seven public scoping meetings to provide the public an opportunity to learn about the project, ask questions and submit feedback.

All meetings will be held from 5:30 p.m. to 7:30 p.m.

SANTA CLARITA

Tuesday, August 5, 2014

William S. Hart Regional Park
24151 Newhall Avenue
Newhall, CA 91321

ACTON/AGUA DULCE

Monday, August 11, 2014

Acton-Agua Dulce Library 33792
Crown Valley Road
Acton, CA 93510

DOWNTOWN LOS ANGELES

Tuesday, August 19, 2014

Los Angeles Union Station
Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012

BURBANK

Wednesday, August 6, 2014

Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505

SYLMAR

Tuesday, August 12, 2014

Sylmar Public Library
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Sylmar, CA 91342

PALMDALE

Thursday, August 7, 2014

Chimbole Cultural Center
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Palmdale, CA 93550

LAKE VIEW TERRACE

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Recreation Center
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Director of Environmental Services
ATTN: (Specify which Project Section)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

Electronic:

Place name of Project Section in
subject line:

Palmdale to Burbank:

palmdale_burbank@hst.ca.gov

Burbank to Los Angeles:

burbank_losangeles@hst.ca.gov

Phone: (800) 630-1039



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LANGUAGE AND OTHER NEEDS

Interpretación en Español será disponible en todas las reuniones.

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통역 서비스를 이용할 수 있습니다.

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Other language requests must be submitted 72 hours in advance. Meeting facilities are accessible for persons with disabilities. All requests for reasonable accommodations must be made three working days (72 hours) in advance of the scheduled meeting date. Please call (800) 630-1039 or the California Relay Service at 711.

High-Speed Rail Progra

The California High-Speed Rail Authority (Au for planning, designing, building and operation of the fi system in the nation. By 2029, the system will run from Los Angeles basin in under three hours at speeds capabl per hour. The system will eventually extend to Sacramei miles with up to 24 stations. In addition, the Authority i to implement a statewide rail modernization plan that w local and regional rail lines to meet the state's 21st centi www.hsr.ca.gov

About the High-Speed Rail Program

- Statewide Rail Modernization Plan – Learn about how the program is already working to improve regional and local rail lines with our regional partners.
- Plan de Modernización del Ferrocarril Estatal
- California High-Speed Rail Big Picture – View a quick
- Central Valley: “Backbone” of High-Speed Rail – Wh Valley and benefits to the region.
- Construction Package 1: Work is Underway – Work o ready creating jobs, connecting small businesses to the l benefits to local infrastructure are just around the corner
- Construction Package 2-3: Building Out the Central V Rail – Construction Package 2-3 (CP 2-3) represents the the high-speed rail system south towards Kern County.

Benefits of High-Speed Rail

- Creating Jobs Through High-Speed Rail – How high- good, long-term jobs to the state in a variety of fields.
- Creando puestos de trabajo a través del Ferrocarril de
- High-Speed Rail: Small Business Program – More ab Program and how to get involved
- Invertir en los Pequeños Negocios de California
- High-Speed Rail: Good for the State, Good for the En rail system will alleviate pressure on California's curre vide immediate and long-term environmental benefits t

Connectivity and Bookend Investments

- High-Speed Rail Connectivity and Bookends – More projects that will benefit from the high-speed rail progr
- Electrification of the Caltrain Corridor – More about t Caltrain corridor that will benefit Bay Area commuters grate with the future high-speed rail system.

Funding for High-Speed Rail

- High-Speed Rail Funding & Finance – More about hi
- High-Speed Rail: An International Success Story – Vi speed rail programs throughout the world.

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Associated Press

rians and beachgoers stand on the shore near Beach as lifeguards, right, bring in a swimmer d from the water after a lightening strike / in Los Angeles.

dies after ing strikes 14

ANGELES (AP) —
ar-old man died Sun-
r lightning struck 13
at a popular Los An-
each and a golfer on
a Island during rare
r thunderstorms that
hrough Southern Cal-
authorities said.
man was taken from
Beach and prod
dead at a hospital
afternoon, Los An-
County coroner's Lt.
Dietz said. His iden-
s not immediately re-

Dietz did not immediately know the cause of death and couldn't immediately confirm whether the man was a swimmer pulled from the water and given CPR by life-guards.

Thirteen people, including a 15-year-old boy were jolted by lightning on the beach, in the water and on the famed Venice Beach boardwalk. Nine were taken to hospitals, where one remained in critical condition, authorities said.

Most of the others were mainly shaken up and expected to recover, fire officials said.

Vasquez Rocks.

In May, supervisors approved funding to purchase additional land to expand the northern boundary of the area — a popular hiking, filming and equestrian location in Agua Dulce.

Lmoney@signalscv.com
661-287-5525

On Twitter
@LukeMMoney

orLotto
-26-31-36 Mega: 13
ate: Wednesday, July 26
it: \$23 million

Daily 3
Midday: 5 - 0 - 9
Evening: 3 - 3 - 4
Draw date: Sunday, July 27

asy 5
- 19 - 20 - 31
ate: Sunday, July 27

Daily Derby
1st: 09 - Winning Spirit
2nd: 02 - Lucky Star
3rd: 10 - Solid Gold
Race time: 1:45.97
Draw date: Sunday, July 27

y 4
- 8 - 9
ate: Sunday, July 27



CALIFORNIA High-Speed Rail Authority PUBLIC SCOPING MEETINGS Palmdale to Burbank Project Section Burbank to Los Angeles Project Section

The California High-Speed Rail Authority will be holding seven public scoping meetings to provide the public an opportunity to learn about the project, ask questions and submit feedback.

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DOWNTOWN LOS ANGELES
Tuesday, August 19, 2014
Los Angeles Union Station
Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012

**Public comments will be accepted until
August 31, 2014. Submit comments via:**

Mail:

Mark A. McLoughlin
Director of Environmental Services
ATTN: (Specify which Project Section)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

Electronic:

Place name of Project Section in subject line:

Palmdale to Burbank:
palmdale_burbank@hsr.ca.gov

Burbank to Los Angeles:
burbank_los.angeles@hsr.ca.gov

Phone: (800) 630-1039

LANGUAGE AND OTHER NEEDS

Interpretación en Español será disponible en todas las reuniones.

Հայերենի բանավոր թարգմանություն կտրամադրվի
հիբանկի հանդիպման ժամանակ

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통역 서비스를 이용할 수 있습니다.

洛杉矶市中心会议将提供中文口译服务。

มีบริการแปลเป็นภาษาไทยในการประชุมของซีเอ็มอาร์และเลควิวเทอร์ไรเซ

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150,000

April 2013

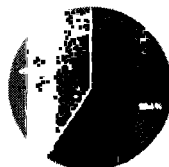
July 2013

October 2013

815,433 people visited this site

Visits 1,970,771	Unique Visitors 815,433	Pageviews 4,603,721
Pages / Visit 2.34	Avg. Visit Duration 00:02:48	Bounce Rate 60.69%
% New Visits 40.50%		

■ Returning Visitor ■ New Visitor



Google Analytics Statistics: Jan. 1, 2013 to Dec. 31, 2013 (Click image to view more)

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CALIFORNIA High-Speed Rail Authority
PUBLIC SCOPING MEETINGS
Palmdale to Burbank Project Section
Burbank to Los Angeles Project Section

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All meetings will be held from 5:30 p.m. to 7:30 p.m.

SANTA CLARITA Tuesday, August 5, 2014 William S. Hart Regional Park 24151 Harvard Avenue Northridge, CA 91321	ACTON/AGUA DULCE Monday, August 11, 2014 Antoni Aguirre Park 33752 Crown Valley Road Antes, CA 92616
BURBANK Wednesday, August 6, 2014 Burbank Public Library 306 N. Buena Vista Street Burbank, CA 91505	SYLMAR Tuesday, August 12, 2014 Sydney Public Library 14561 Pulte Street Sylmar, CA 91342
PALMDALE Thursday, August 7, 2014 Charles Culbert Center 38500 Sierra Highway Palmdale, CA 93550	LAKE VIEW TERRACE Thursday, August 14, 2014 Lake View Terrace Hawthorn Center 11075 Foresta Boulevard Lake View Terrace, CA 91342

DOWNTOWN LOS ANGELES
 Tuesday, August 19, 2014
 Los Angeles Union Station
 Fresh Market Plaza
 800 N. Alameda Street
 Los Angeles, CA 90012

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 Submit comments via:

Mail:
 Mark A. Mittleman
 Director of Environmental Services
 ATTN: California High-Speed Rail Authority
 Southern California Regional Office
 250 N. Alameda, Room 3-512
 Los Angeles, CA 90012

Electronic:
 Please email Project Section at
 subject line:
Palmdale to Burbank:
 [redacted]
Burbank to Los Angeles:
 [redacted]

Phone:
 (805) 630-1019

LANGUAGE AND OTHER NEEDS
 Interpretation services are available for Spanish, Vietnamese, Chinese, Tagalog, and other languages. Please contact the project section at least 10 business days before the meeting to request these services. For more information, please contact the project section at (805) 630-1019.

Accessibility:
 The project section will make every effort to ensure that the meetings are accessible to all. Please contact the project section at least 10 business days before the meeting to request these services. For more information, please contact the project section at (805) 630-1019.

Other language requests must be submitted 10 days in advance.
 Meeting location is accessible for persons with disabilities. No requests for reasonable accommodations must be made prior to the meeting date. 10 days in advance of the meeting date. Please call (805) 630-1019 for the California High-Speed Rail Authority.

RAIL: Tracks will emerge south of fault line

From A1 supervisor proposed,” Antonovich aide Michael Cano, the supervisor’s transportation deputy, said of the tunnel route. “It’s not only the agency informing the public but for the agency to be informed by the public.”

The public meetings are Aug. 7 at the Larry Chimbole Cultural Center, 38350 Sierra Highway, Palmdale; Aug. 11 at the Acton-Agua Dulce Library, 33792 Crown Valley Road, Acton, as well as Aug. 5 at William S. Hart Regional Park, 24151 Newhall Ave., Newhall.

Also planned are meetings in Burbank, Sylmark, Lakeview Terrace and downtown Los Angeles, as part of the study of the route between Burbank and Union Station in downtown Los Angeles.

All the meetings run from 5:30 to 7:30 p.m. with a presentation by High-Speed Rail Authority staffers at 6 p.m. People can talk to staffers and examine maps between 5:30 and 7:30 p.m. and submit written comments about the proposals.

In addition, Michelle Boehm, the California High Speed Rail Authority’s Southern California Regional Director, is scheduled to speak at a special meeting of the Acton Town Council at 7 p.m. Wednesday at the Acton Community Club, 3748 Nickels Ave.

High-Speed Rail Authority officials have split in half the route segment between Palmdale and Los Angeles for study in separate environmental documents because they want to have the first operational trains running between Merced in the San Joaquin Valley, where demolition work started this month in Fresno, and a proposed station at Burbank/Bob Hope Airport in the San Fernando Valley.

The goal is to have trains run-

IF YOU GO ...
■ **WHAT:** High-speed rail meetings
■ **WHEN:** 5:30-7:30 p.m.
■ **WHERE:** Aug. 5, William S. Hart Regional Park, 24151 Newhall Ave., Santa Clarita.
Aug. 7, Larry Chimbole Cultural Center, 38350 Sierra Highway, Palmdale.
Aug. 11, Acton-Agua Dulce Library, 33792 Crown Valley Road, Acton.

ning between Burbank and Merced in 2022, Boehm said last week. “We’re very committed to bringing the train to Southern California,” Boehm said.

The \$68 billion high-speed rail system is beset by controversy statewide over its cost and its usefulness, with legal challenges against it filed up and down its route from Bakersfield to the San Francisco Bay area. But Palmdale Mayor Jim Ledford, for one, says that despite its cost it is the best alternative for keeping Southern California traffic from gridlock as the population grows in the future.

Palmdale officials have been pushing the rail line for more than 20 years as an economic necessity, so important that they went to court in 2011 to try to stop a new route study that raised the possibility of trains running along Interstate 5 and over the Grapevine rather than stopping in Palmdale.

A route proposal unveiled in 2010 called for the high-speed rail route to follow essentially the existing Metrolink tracks through the San Fernando Valley, then dive underground in Sylmar, tunnel beneath Santa Clarita and veer northwest through the mountains between

Santa Clarita and Palmdale, essentially paralleling the Antelope Valley Freeway.

The 2010 plans show the rail line running mostly through tunnels and on raised structures called viaducts just to the south of the Antelope Valley Freeway, then surfacing west of Acton. After burrowing again through the Sierra Pelona mountains, the tracks are to emerge south of Palmdale and follow Sierra Highway to the Palmdale Metrolink station.

But Antonovich last year urged construction of what he called a “tunnel-oriented” route between the proposed Palmdale station and a station at the Burbank airport, calling it “more direct, much faster, less costly and less community-intrusive” than the 2010 proposal.

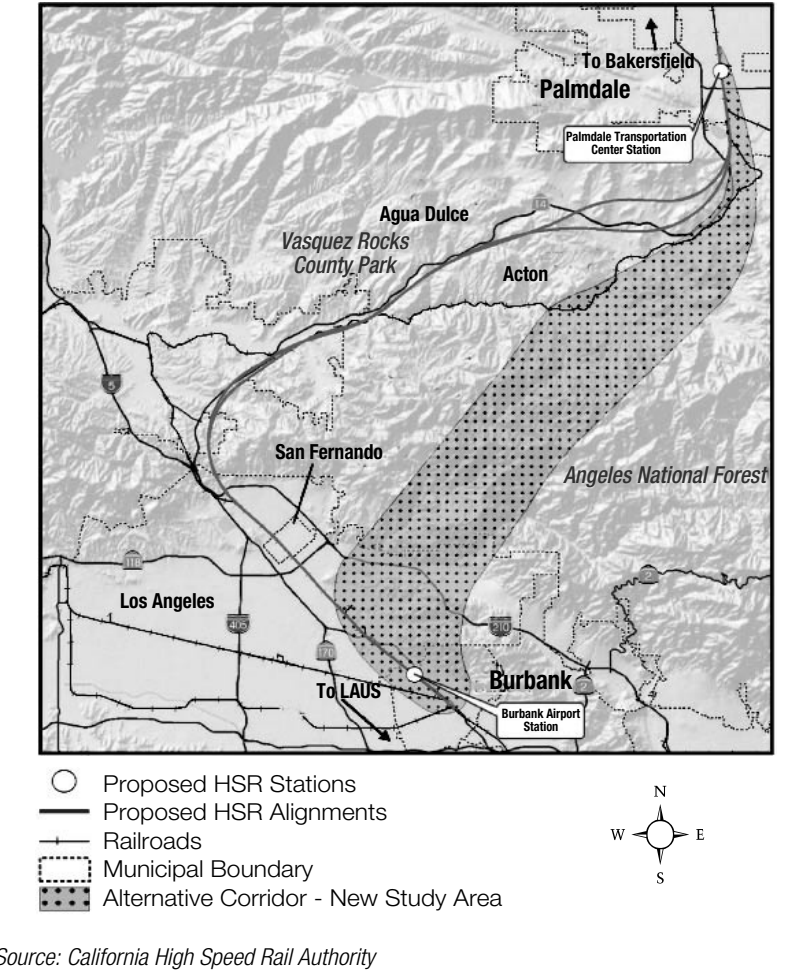
The costs of the two route alternatives have not been compared yet, but supporters of the tunnel route say it would be shorter — at about 35 miles compared to more than 50 miles — than the route through Santa Clarita, which also is expected to require considerable tunnel-building.

If the rail line instead departs from Burbank and heads north or northeast, it would have to pass through the Verdugo Mountains and then under ridges 5,000 or more feet tall in the San Gabriel Mountains, which are inside Angeles National Forest and under the jurisdiction of the U.S. Forest Service.

Antonovich’s staff say they hope running the tracks underground would avoid most environmental complications, such as those encountered under the original idea in the 1990s to follow the Santa Clara River through Soledad Can-

PALMDALE TO BURBANK PROJECT SECTION

The Palmdale to Burbank Project Section will travel from the Palmdale Transportation Center southward to the Burbank Airport Station.



yon, where the present Metrolink tracks run. The tracks would emerge from the tunnel south of the San Andreas Fault, as they are proposed to do under the 2010 plan. As planned now, the rail line through the Antelope Valley would

run along Sierra Highway through Lancaster and Rosamond, possibly on elevated tracks, and west from Mojave through Tehachapi, roughly paralleling Highway 58, often in tunnels.

cbostwick@avpress.com

AVC: She aims to make class schedule process ‘run smoothly’

From A1 college can then go on to work for those companies.

“So, I think they’ve, over the past years, done an excellent job in maintaining those connections so that when a student goes here, they’re able to get training and education that is really applicable for here,” Suderman said.

Another highlight about coming to AV College is the success of the men’s basketball team, which clinched the Western State Conference South Division championship with a 69-60 win over Glendale Community College in February.

“You can’t beat that ... to be able to come to a college here in the high desert where they have a championship-level basketball team, and it’s going to be better this year,” Suderman said. “It’s a surprisingly effective institution in what they’ve chosen to do, they really are.”

Suderman added she liked the fact that AV College has a high percentage of people for whom the local area and local residents are important to them.

“I like that. I like finding institutions where I can put down roots and really immerse myself in the area, and know that the hours that I’m putting in at this job will have a positive impact on the community,” she said.

Suderman’s path toward a career in education was inspired by her parents. Her mother was her Latin teacher and her father was her principal.

“So, I always wanted to go into teaching,” she said. Suderman started in the K-12 system. She never went back as soon as she taught her first community college course.

“I really found where I enjoyed the teaching experience,” Suderman said.

Suderman started teaching basic skills to students who came to the college not quite ready for college-level material, but who need that last shot before they could get into a college class.

“So, it was challenging. I really enjoyed that,” Suderman said.

Suderman has a bachelor’s degree in the humanities from Biola University. She also has a master’s degree in literacy from California State University, Bakersfield, and a doctorate in educational leadership from University of the Pacific.

Asked what her goals are for her first year, Suderman said her first and immediate goal is to learn what the college is doing.

“I’ve seen administrators come in and immediately start trying to making changes, and tell them how things will work better,” she said. “It’s not respectful to the work they’ve already done in the past, and many times you end up alienating the people that have done that work, or making changes that don’t need to be done.”

No institution is perfect, Suderman said, but she has spent her first month meeting staffers and

learning what they do, what kind of grant funding they have, the projects they’re involved in, and any problems they have on the horizon.

After several years of cuts, she noted, AV College is looking at growing again. She said the college has unfairly gained a reputation that classes are too difficult to get, so students go to another college. However, a visit to the college’s website shows there are still some open classes, with the start of the fall semester less than a month away.

She also noted the probability of the Palmdale Center moving to a larger location, and the possibilities that brings with it for expanded programs for students.

As vice president of Academic Affairs, Suderman oversees the instructional end of college, including athletics. Duties include being involved with team schedules.

“My office works to keep us compliant, so that we can keep offering courses and students can transfer and they can get financial aid,” said Suderman, who also works with accreditation.

The goal of accreditation is to ensure that a college’s educational programs meet certain standards of quality. Accreditation is important because without it, students can’t access financial aid or get credit for units earned when they transfer to another college or university.

“It’s a high-stakes game now, and they’re no-longer just doing an obligatory visit and saying, ‘Yes, you’re doing a fine job.’ But they are really zeroing in on certain areas and making sure that you are doing it the right way,” she said.

Suderman added AV College was smart in that officials took the process seriously, when other colleges didn’t and found out the hard way that things have changed.

“It’s not like I’m having to take over a project that’s not been successful. My job is to maintain that, make sure that as the standards change with the accrediting body that we’re aware of it, and we make the changes here so we’re ready for the next visit,” she said.

Suderman also works closely with the college’s deans, who are best-versed with the educational trends in their area and the courses that are most needed in their respective subjects.

The class schedule and catalog also comes out of Suderman’s department.

“So, all of those things, the kind of things that make it run smoothly that you don’t really notice until they go terribly wrong,” Suderman said, laughing. “That’s this office, hopefully we don’t get a lot of attention.”

Suderman and her husband David, who teaches in the federal prison system, met at Biola University. They have two grown daughters — Alyse Suderman, a speech pathologist, and Emma

CALIFORNIA High-Speed Rail Authority

PUBLIC SCOPING MEETINGS

Palmdale to Burbank Project Section

Burbank to Los Angeles Project Section

The California High-Speed Rail Authority will be holding seven public scoping meetings to provide the public an opportunity to learn about the project, ask questions and submit feedback.

All meetings will be held from 5:30 p.m. to 7:30 p.m.

SANTA CLARITA Tuesday, August 5, 2014 William S. Hart Regional Park 24151 Newhall Avenue Newhall, CA 91321	BURBANK Wednesday, August 6, 2014 Buena Vista Branch Library 300 N. Buena Vista Street Burbank, CA 91505	PALMDALE Thursday, August 7, 2014 Chimbole Cultural Center 38350 Sierra Highway Palmdale, CA 93550
ACTON/AGUA DULCE Monday, August 11, 2014 Acton-Agua Dulce Library 33792 Crown Valley Road Acton, CA 93510	SYLMAR Tuesday, August 12, 2014 Sylmar Public Library 14561 Polk Street Sylmar, CA 91342	LAKE VIEW TERRACE Thursday, August 14, 2014 Lake View Terrace Recreation Center 11075 Foothill Boulevard Lake View Terrace, CA 91342
DOWNTOWN LOS ANGELES Tuesday, August 19, 2014 Los Angeles Union Station Fred Harvey Room 800 N. Alameda Street Los Angeles, CA 90012	Public comments will be accepted until August 31, 2014. Submit comments via: Electronic: Place name of Project Section in subject line: Palmdale to Burbank: palmdale_burbank@hsr.ca.gov Burbank to Los Angeles: burbank_los.angeles@hsr.ca.gov Phone: (800) 630-1039 LANGUAGE AND OTHER NEEDS Interpretación en Español será disponible en todas las reuniones. Հայերենի բանավոր թարգմանություն կտրամադրվի Բրբանկի հանդիպման ժամանակ 바행크, 산타클라라 및 로스앤젤레스 다운타운 미팅에서는 한국어 통역 서비스를 이용할 수 있습니다. 洛杉矶市中心会议将提供中文口译服务。 มีบริการแปลเป็นภาษาไทยในการประชุมของซีลมาร์และเลควิวเทอร์เรซ Magkakaroon ng serbisyo ng pag-iinterpret sa mga pagtitipong gaganapin sa Burbank at Downtown Los Angeles. Thông ngôn Tiếng Việt sẽ có sẵn tại buổi họp ở Downtown Los Angeles.	

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Վարդգէս ԲՈՒՍԻԱՆ ԹՈՐՈՍՆԱՆ

Արեւմտահայոց Հարցերի ուսումնասիրութեան կենտրոնի տնօրէն Հայկազուն Այվրջեանը Համագործում է, որ Թրքիսիի Հայկական եկեղեցւոյ վրայ յարձակումը յորջ մտորմաների առիթ է ստալիս:

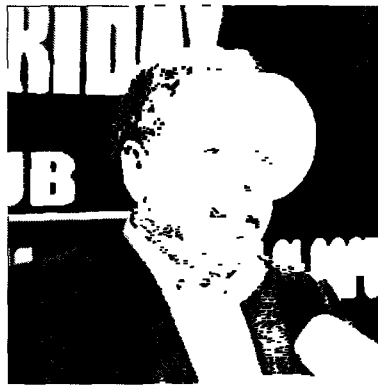
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ԲՈՒՍԻԱՆ ԹՈՐՈՍՆԱՆ.- Վրաստանում ունենք պատմական մեծ անցեալ, մշակութային ահռելի ներդրում, եւ դրանց մէջ շատ մեծ թիւ են կազմում նարտապահական կառոյցները, շէնքերը, յատկապէս եկեղեցիները: Սա ամենագլխաւորն է Վրաստանում եւ ընդհանրապէս մեր հարեան երկրներում:

ՀԱՅԿԱԶՈՐԻ ԱՎՐՅԵԱՆ.- Պատմութեանց գիտեր, տեսել ու տեսնում ենք, որ Հարեան երկրներում ամենաշատը Վրաստանում է կատարում Հայ մշակութային արժէքների կողոպուտ: Ունենք իրենց եւ կատարում եկեղեցիների, տաճարների նկատմամբ, փորձում են դրանք վրագանցել, իսկ եթէ չի ստացում, պարզապէս աւերում են: Մի փոքի տարածում են, Համարում յաջողին, ապա մշակում յետագայ ընթացքը, եւ այդպէս կորցրել ենք բազմաթիւ եկեղեցիներ:

ԲՈՒՍԻԱՆ ԹՈՐՈՍՆԱՆ.- Ինչո՞ւ միայն եկեղեցիներ: Թաղամասի գերեզմանատանը, որտեղ հայ գրականութեան, մշակոյթի հարեւար մեծեր են յուղարկուողում, ընդամենը մի Բանիսի շիրմն է մնացել: Սա Վրաստանի իշխանութիւնների՝ մեր մշակութային պատմական հետքից ազատուելու պետականօրէն մշակում Բաղաբականութիւն է: Դէ, իսկ եկեղեցիների հարցում պետութեան աջակցութեամբ ամէն ինչ անում է վրաց եկեղեցին:

ՀԱՅԿԱԶՈՐԻ ԱՎՐՅԵԱՆ.- Վրացիների շրջանում շատ մեծ է իսկողի գոյացումը, եւ նրանք ձգտում են քննել, ոչնչացնել Հայկական գարաւոր պատմութիւնը, Հերթի դարերի պատմութիւն ունեցող եկեղեցիների Հայկական ինկիւր փաստը: Նրանք դա անում են երկրորդ վրացացնելու, այն միասարք դարձնելու, ազգային փոքրամասնութիւններին դուրս մղելու, վերջապէս ազգ ձեւաորելու մղումներից երկուսը:



ԲՈՒՍԻԱՆ ԹՈՐՈՍՆԱՆ.- Բայց հայոց եւ վրաց կաթողիկոսները մի ժամանակ հանդիպեցին, գրութեցին, կարծես թէ միմեանց լաւ հասկացան:

ՀԱՅԿԱԶՈՐԻ ԱՎՐՅԵԱՆ.- Այո, հանդիպեցին, բայց զգուշ խնդրի յոժման որեւէ յարմար, երկուսին էլ ձեռնադրու էր, ու Հարցը մնաց անկախ: Եւ դրա Հիանալի արձագանքներն այսօր Հերում են Զատախում, Թրքիսիսում, վերա-

Հայոց այլ թեմերում, Համայնքներում: Ստացում է, որ ունենք Հին շրտում Հարց, որպէս դրա Հետեանք՝ մշտապէս նոյն երեւոյթները, բայց դրա նկատմամբ ունենք արողական վերաբերմունք:

Եւ նման դէպքերը կրկնուելու են այնքան ժամանակ, քանի դեռ վրացական կողմը չի ոչնչացրել կամ սեփականացրել մեր եկեղեցիները, չի աւարեկել Հայի թիւ: Սա պահանջում է յրջադէպ մօտեցում մեր պետական եւ կրօնական իշխանութիւնների կողմից:

ԲՈՒՍԻԱՆ ԹՈՐՈՍՆԱՆ.- Ումանք այս դէպքը ցանկանում են կապել աղբրեղանակամ, նոյնիսկ բուրգական հետի հետ:

ՀԱՅԿԱԶՈՐԻ ԱՎՐՅԵԱՆ.- Անյուրջ բան է՝ մտածել, որ այստեղ թուրքական կամ աղբրեղանական Հետը կարող է լինել: Այլ բան է, որ սա կարող է աղբրեղանքների Համար ցանկալի, նպատա-

ւոր լինել: Հայ-վրացական կեղծ րարեկամութիւն, եղբայրութիւն քաղաղոց մարդիկ, լրատումներ, ջոնքներ, կաղմակերպութիւններ, կառոյցներ կան, որոնք տարբեր ձեւերով ցանկանում են երկույթներն այլ կերպ ներկայացնել, դրանք պատահականութեան վերադրել:

Բուր միջոցները սպառեցին, Հիմա էլ թուրքական կամ աղբրեղանական Հետը են փնտրում: Դա անյուրջ բան է: Եթէ նոյնիսկ որեւէ նման միջադէպի աղբրեղանքները մասնակցեն, դա չի վկայի աղբրեղանական կամ թուրքական Հետի մասին: Սա, ինչպէս ասացի, քաղաքական խնդիր է, ունի խախտապատմութիւն եւ քաղաքական մօտեցում է պահանջում:

ԲՈՒՍԻԱՆ ԹՈՐՈՍՆԱՆ.- Նաեւ հայ-վրացական սահմանի հարցում քաղաքի կնճռոտ խնդիրներ կան:

ՀԱՅԿԱԶՈՐԻ ԱՎՐՅԵԱՆ.- Այո, սահմանի յատակը մեր Հարցը կնճռոտ կէտեր ունի, որինակ, դուրս Հայաբնակ գիւղեր կան, որոնց մէջտեղով է անցնում

(Շար. 15րդ էջ)



CALIFORNIA High-Speed Rail Authority

PUBLIC SCOPING MEETINGS

Palmdale to Burbank and Burbank to Los Angeles Project Sections

The California High-Speed Rail Authority will be holding seven public scoping meetings to provide the public an opportunity to learn about the project, ask questions and submit feedback.

All meetings will be held from 5:30 p.m. to 7:30 p.m.

SANTA CLARITA	BURBANK	PALMDALE	ACTON/AGUA DULCE
Tuesday, August 5, 2014 William S. Hart Regional Park 24151 Newhall Avenue Newhall, CA 91321	Wednesday, August 6, 2014 Buena Vista Branch Library 300 N. Buena Vista Street Burbank, CA 91505	Thursday, August 7, 2014 Chimbole Cultural Center 38350 Sierra Highway Palmdale, CA 93550	Monday, August 11, 2014 Acton-Agua Dulce Library 33792 Crown Valley Road Acton, CA 93510

SYLMAR	LAKE VIEW TERRACE	DOWNTOWN LOS ANGELES
Tuesday, August 12, 2014 Sylmar Public Library 14561 Polaris Street Sylmar, CA 91342	Thursday, August 14, 2014 Lake View Terrace Recreation Center 11075 Foothill Boulevard Lake View Terrace, CA 91342	Tuesday, August 19, 2014 Los Angeles Union Station Fred Harvey Room 800 N. Alameda Street Los Angeles, CA 90012

Public comments will be accepted until August 31, 2014. Submit comments via:

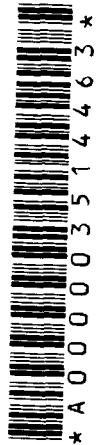
Mail:
Mark A. McLoughlin
Director of Environmental Services
ATTN: (Specify which Project Section)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

Electronic:
Place name of Project Section in subject line.
Palmdale to Burbank:
palmdaletoBurbank@calhighspeedrail.org
Burbank to Los Angeles:
burbanktoLosAngeles@calhighspeedrail.org
Phone: (800) 630-1039

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LANGUAGE AND OTHER NEEDS
Interpretación en Español será disponible en todas las reuniones.
Հայերէնի բանավոր թարգմանություն կտրամադրվի Բրբանկի հանդիպման ժամանակ
በወጪ, በተጨማሪም ለሌሎች ቋንቋዎችም ተመሳሳይ አገልግሎት ይሰጣል፡፡
洛杉矶市中心会议将提供中文口译服务。
အကဲခတ်တော်မူသောပုံစံကွဲပြားစွာပေးနိုင်သည့်အခွင့်အလမ်း
Magkakaroon ng serbisyo ng pag-interpret sa mga pagtitipong gaganapin sa Burbank at Downtown Los Angeles.
Thông ngôn Tiếng Việt sẽ có sẵn tại buổi họp ở Downtown Los Angeles.
Other language requests must be submitted 72 hours in advance. Meeting facilities are accessible for persons with disabilities. All requests for reasonable accommodations must be made three working days (72 hours) in advance of the scheduled meeting date. Please call (800) 630-1039 or the California Relay Service at 711

CNS2648883





CALIFORNIA High-Speed Rail Authority

PUBLIC SCOPING MEETINGS Palmdale to Burbank Project Section Burbank to Los Angeles Project Section

The California High-Speed Rail Authority will be holding seven public scoping meetings to provide the public an opportunity to learn about the project, ask questions and submit feedback.

All meetings will be held from 5:30 p.m. to 7:30 p.m.

SANTA CLARITA

Tuesday, August 5, 2014

William S. Hart Regional Park
24151 Newhall Avenue
Newhall, CA 91321

BURBANK

Wednesday, August 6, 2014

Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505

PALMDALE

Thursday, August 7, 2014

Chimbole Cultural Center
38350 Sierra Highway
Palmdale, CA 93550

ACTON/AGUA DULCE

Monday, August 11, 2014

Acton-Agua Dulce Library
33792 Crown Valley Road
Acton, CA 93510

SYLMAR

Tuesday, August 12, 2014

Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342

LAKE VIEW TERRACE

Thursday, August 14, 2014

Lake View Terrace
Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342

DOWNTOWN LOS ANGELES

Tuesday, August 19, 2014

Los Angeles Union Station
Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012

**Public comments will be accepted until
August 31, 2014. Submit comments via:**

Mail:

Mark A. McLoughlin
Director of Environmental Services
ATTN: (Specify which Project Section)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

Electronic:

Place name of Project Section in
subject line:

Palmdale to Burbank:

palmdale_burbank@hsr.ca.gov

Burbank to Los Angeles:

burbank_los.angeles@hsr.ca.gov

Phone: (800) 630-1039

LANGUAGE AND OTHER NEEDS

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Հայերենի բանավոր թարգմանություն կտրամադրվի
հիշատակի հանդիպման ժամանակ

버뱅크, 산타클라라 및 로스앤젤레스 다운타운 미팅에서는 한국어
통역 서비스를 이용할 수 있습니다.

洛杉矶市中心会议将提供中文口译服务。

มีการแปลเป็นภาษาไทยในการประชุมของซิลมาร์และเลควิวเทอร์เรซ

Magkakaroon ng serbisyo ng pag-iinterpret sa mga pagtitipong gaganapin
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[youtube.com/user/
CAHighSpeed](https://www.youtube.com/user/CAHighSpeed)

Canadian and Great Oaks
Evelyn Mandel.

Over the final few laps it became apparent that Fernandez was able to hang with the race's best. However, she also seemed comfortable in third.

Eventually, Fernandez took the bronze in a stellar personal record mark of 11:02.95, just on the heels of Cahalan (11:02.56) and Mandel (11:02.80).

"During the last two laps I just kept yelling, 'Make your move, make your move' and she just sat and sat," Marca said. "I was really happy for her and that time, especially, but I don't think she understood until after the race that she was capable of more. She could have ran 10:55 or maybe 10:50 and she could have won."

The message, while not heard during the race, was understood afterward.

"I think APU was the first race where I really believed this could be a special year," Fernandez said.

"That's when I had confidence that I could do more."

Success at APU put Fer-

said. "Sure, you win a couple of League titles, but that level of competition have someone pushing Cande a benefit."

Perhaps lost in the effort was that Fernandez in both races passed Crescer runners in the 3,200, respectively the silver in

That ability to do something that lacked early on in the race to be refined

At the highly CIF Southern Section I preliminary Trabuco Hills 17, Fernandez three runners (5:00.03, eighth the 3,200 (10:5 over the final 1 earning advancement the following sional champion Cerritos College races, she also sonal best made

As for the district championship Fernandez ad



* A 0000003510133 *

Your Return Mailing Address

Name: San Fernando Sun

Address: 601 S. Brand Blvd. Suite 202

City: San Fernando State CA zip code: 91340

Proof of Publication -

(2015.5 C.C.P.)

STATE OF CALIFORNIA COUNTY OF LOS ANGELES

I am a citizen of the United States, and a resident of the county aforesaid; I am over the age of eighteen years; and I am not a party to or interested in the notice published. I am the chief legal advertising clerk of the publisher of the

San Fernando Valley Sun

a newspaper of general circulation, printed and published weekly in the City of San Fernando County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California,

Under the date of 8-16, 1945

Case Number 503894

that the notice, of which the annexed is a printed copy has been published in each regular and entire issue of said newspaper and not in any supplement There of on the following dates, to-wit:

07/31/14

all in the year 2014. I certify (or declare) under penalty of perjury that the foregoing is true and correct. Dated at San Fernando California,

this 31st day of July, 2014

Signature,



YESENIA GALVAN
SAN FERNANDO VALLEY SUN
601 S. BRAND BLVD., SUITE 202
SAN FERNANDO, CA 91340



CALIFORNIA High-Speed Rail Authority

PUBLIC SCOPING MEETINGS

Palmdale to Burbank Project Section
Burbank to Los Angeles Project Section

The California High-Speed Rail Authority will be holding seven public scoping meetings to provide the public an opportunity to learn about the project, ask questions and submit feedback.

All meetings will be held from 5:30 p.m. to 7:30 p.m.

SANTA CLARITA

Tuesday, August 5, 2014

William S. Hart Regional Park
24151 Newhall Avenue
Newhall, CA 91321

ACTON/AGUA DULCE

Monday, August 11, 2014

Acton-Agua Dulce Library
33792 Crown Valley Road
Acton, CA 93510

DOWNTOWN LOS ANGELES

Tuesday, August 19, 2014

Los Angeles Union Station
Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012

Mail:

Mark A. McLoughlin
Director of Environmental Services
ATTN: (Specify which Project Section)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

BURBANK

Wednesday, August 6, 2014

Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505

SYLMAR

Tuesday, August 12, 2014

Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342

PALMDALE

Thursday, August 7, 2014

Chimbole Cultural Center
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Palmdale, CA 93550

LAKE VIEW TERRACE

Thursday, August 14, 2014

Lake View Terrace
Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342

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Electronic:

Place name of Project Section in subject line:

Palmdale to Burbank:

palmdale_burbank@hsr.ca.gov

Burbank to Los Angeles:

burbank_los.angeles@hsr.ca.gov

Phone: (800) 630-1039

LANGUAGE AND OTHER NEEDS

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통역 서비스를 이용할 수 있습니다.

洛杉矶市中心会议将提供中文口译服务。

มีบริการแปลเป็นภาษาไทยในการประชุมของทีมงานและเลขาธิการ

Magkakaron ng serbisyo ng pag-iinterpret sa mga pagtitipong gaganapin
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Your Return Mailing Address
Name: San Fernando Sun
Address: 601 S. Brand Blvd. Suite 202
City: San Fernando State CA zip code: 91340

Proof of Publication –

(2015.5 C.C.P.)

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this 31st day of July, 2014

Signature,

YESENIA GALVAN
SAN FERNANDO VALLEY SUN
601 S. BRAND BLVD., SUITE 202
SAN FERNANDO, CA 91340



CALIFORNIA High-Speed Rail Authority

NOTIFICACIÓN DE REUNIONES DE ALCANCE PÚBLICO

Sección del Proyecto de Palmdale a Burbank

Sección del Proyecto de Burbank a Los Angeles

La Autoridad del Tren de Alta Velocidad de California llevará a cabo siete reuniones públicas de alcance para ofrecer al público la oportunidad de conocer el proyecto, hacer preguntas y presentar sus comentarios.

Todas las reuniones se llevarán a cabo de 5:30 p.m. a 7:30 p.m.

SANTA CLÁRITA	BURBANK	PALMDALE
Martes, 5 de agosto de 2014	Miércoles, 6 de agosto de 2014	Jueves, 7 de agosto de 2014
William S. Hart Regional Park 24151 Newhall Avenue Newhall, CA 91321	Buena Vista Branch Library 300 N. Buena Vista Street Burbank, CA 91505	Chimbole Cultural Center 38350 Sierra Highway Palmdale, CA 93550
ACTON/AGUA DULCE	SYLMAR	LAKE VIEW TERRACE
Lunes, 11 de agosto de 2014	Martes, 12 de agosto de 2014	Jueves, 14 de agosto de 2014
Acton-Agua Dulce Library 33792 Crown Valley Road Acton, CA 93510	Sylmar Public Library 14561 Polk Street Sylmar, CA 91342	Lake View Terrace Recreation Center 11075 Foothill Boulevard Lake View Terrace, CA 91342

DOWNTOWN LOS ANGELES
Martes, 19 de agosto de 2014
Los Angeles Union Station
Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012

Los comentarios de alcance del público serán aceptados hasta el 31 de agosto de 2014. Envío de comentarios:

Correo:

Mark A. McLoughlin
Director de Servicios Ambientales
ATTN: (Especifique la sección del proyecto)
California High-Speed Rail Authority
Southern California Regional Office
700 N. Alameda, Room 3-532
Los Angeles, CA 90012

Correo electrónico:

Indique el nombre de la sección del proyecto en la línea de asunto:

Palmdale a Burbank:
palmdale_burbank@hsr.ca.gov

Burbank a Los Angeles:
burbank_los.angeles@hsr.ca.gov

Numero de Teléfono: (800) 630-1039

IDIOMAS Y OTRAS NECESIDADES

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Հայերենի բանավոր թարգմանություն կտրամադրվի հրապարակյա ժամանակ
배백크, 산타클라라 및 로스앤젤레스 다운타운 미팅에서는 한국어
통역 서비스를 이용할 수 있습니다.

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Magkakaron ng serbisyo ng pag-iinterpret sa mga pagtitipong gaganapin sa Burbank at Downtown Los Angeles.

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Otras solicitudes de idiomas deben presentarse con 72 horas de anticipación. Las instalaciones para las reuniones son accesibles para las personas con discapacidades.

Todas las solicitudes de ajustes razonables se deben realizar tres días hábiles (72 horas) antes de la fecha de la reunión programada. Por favor, llame al (213) 802-1113 o al Servicio de Retransmisión de California al 711.



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47 Three Bedrooms

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5441 N. Paramount Long Beach, Ca 90805

Applications will be ranked by lottery; this is not a first come, first serve process. To be included in the lottery your application must be received by September 1, 2014. The open application period will run from August 18, 2014 to September 1, 2014. Applications received after September 1, 2014 will not be accepted. Mailed applications must be postmarked by September 1, 2014.

NOTE: If we do not receive a sufficient pool of applications as a part of the lottery then we will accept new applications on a first come first serve basis.

APPLICATIONS AVAILABLE FOR PICKUP AT:

5441 N. Paramount Long Beach, CA 90805
or via email by sending an email request to: Northpointe@related.com
Office Hours: Monday-Friday 10 a.m. - 5 p.m.

Completed applications may be mailed or delivered in person to the address noted above. Mailed applications must be postmarked by September 1, 2014 to be included in the lottery.

Applications will be accepted

August 18, 2014 to September 1, 2014
and will only be accepted at the following address:
5441 N. Paramount Long Beach, CA 90805

Eligibility for Northpointe Apartment Homes is determined by household size and income. Maximum income limits apply. There are no minimum income requirements for these units. Tenant portion of rent is based on total household income and selected applicants must qualify for Section 8 program admission.



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If you have a disability that prohibits you from fully participating in this process please call (562) 531-7880. Equal Housing Opportunity.
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CALIFORNIA High-Speed Rail Authority

PAUNAWA NG PAMPUBLIKONG PAGPUPULONG TUGKOL SA PAGSAKLAW

Seksyon ng Proyektingon Palmdale hanggang Burbank
Seksyon ng Proyektingon Burbank hanggang Los Angeles

Ang California High-Speed Rail Authority ay magasagawa ng piling pampublikong pagpupulong tungkol sa pagsaklaw upang magkaroon ng publiko ng pagkakatib na malaman ang tungkol sa proyekto, magkaroon ng mga sumit ng mga opinyon.

Lehat ng mga pulong ay gaganapin mula 6:30 p.m. hanggang 7:30 p.m.

BURBANK	PALMDALE	ACTON/AGUA DULCE
Miyerikes, Agosto 6, 2014	Huwebes, Agosto 7, 2014	Lunes, Agosto 11, 2014
Buena Vista Branch Library	Chimbole Cultural Center	Action-Agua Dulce Library
300 N. Buena Vista Street	38350 Sierra Highway	33792 Crown Valley Road
Burbank, CA 91505	Palmdale, CA 93550	Acton, CA 95310
SYLMAR	LAKE VIEW TERRACE	DOWNTOWN LOS ANGELES
Martes, Agosto 12, 2014	Huwebes, Agosto 14, 2014	Martes, Agosto 19, 2014
Symar Public Library	Lake View Terrace	Los Angeles Union Station
14561 Polk Street	Recreation Center	Fred Harvey Room
Sylmar, CA 91342	11075 Foothill Boulevard	800 N. Alameda Street
	Lake View Terrace, CA 91342	Los Angeles, CA 90012

Ang mga komento sa pampublikong pagsaklaw ay tatanggapin hanggang Agosto 31, 2014. Mga isinunung komento:

Koreo:

Mark A. McLaughlin
Director of Environmental Services
ATTN: (Tukuyin kung aling mga Proyektingon Seksyon)
California High-Speed Rail Authority
Southern California Regional Office
700 N. Alameda, Room 3-532
Los Angeles, CA 90012

Elektroniko:

Tukuyin kung aling mga Proyektingon Seksyon.
Palmdale sa Burbank:
palmdale_burbank@sr.ca.gov
Burbank sa Los Angeles:
burbank_losangeles@sr.ca.gov
Telepono: (800) 630-1039

WIKANG AT IBANG MGA PANGANGAILANGAN

Interpretación en Español será disponible a todas las reuniones.

Zumplebühn publuhng pagpupulungayit yonpawitunungit
Apyawituh hawitunungituh dawituh

버뱅크, 신타를라 및 로스앤젤레스 다운타운 미팅에서는 한국어
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Ang ibang mga paghiling na may kaugnayan sa wika ay dapat isumite 72 oras na mas maaga. Ang mga pasilidad ng pagpupulong ay magagamit ng mga pangangailangan. Lehat ng mga kahilingan ay dapat gawin lalong araw ng trabaho (72 las) bago ang nakalaking petsa ng pagpupulong. (213) 802-1113 o CaliforniaRelay Service sa 711.

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CALIFORNIA High-Speed Rail Authority

공청회 공지

팜데일-버뱅크 프로젝트 섹션
버뱅크-로스앤젤레스 프로젝트 섹션

캘리포니아 고속전철국은 시민들이 프로젝트에서 관하여 배우고, 궁금한 점을 물어보고, 의견을
제출할 수 있는 기회를 제공하기 위하여 7개의 시민 공청회를 가질 예정입니다.

모든 공청회는 오후 5:30분부터 오후 7:30분까지입니다.

버뱅크
2014년 8월 6일 수요일
Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505

팜데일
2014년 8월 7일 목요일
Chimbole Cultural Center
38350 Sierra Highway
Palmdale, CA 93550

액션/아과 둘세
2014년 8월 11일 월요일
Acton-Agua Dulce Library
33792 Crown Valley Road
Acton, CA 93510

실마
2014년 8월 12일 화요일
Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342

레이크뷰 테라스
2014년 8월 14일 목요일
Lake View Terrace
Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342

다운타운 로스앤젤레스
2014년 8월 19일 화요일
Los Angeles Union Station
Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012

시민들의 의견은 2014년 8월 31일까지 접수합니다. 시민 의견 제출처:

우편:
Mark A. McLoughlin
Director of Environmental Services
ATTN: (어떤 프로젝트 섹션인지 명시)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

전자우편:
제목란에 프로젝트 섹션 명시:
팜데일-버뱅크:
palmdale_burbank@hsr.ca.gov
버뱅크-로스앤젤레스:
burbank_los.angeles@hsr.ca.gov
전화: (800) 630-1039

통역 및 그밖에 다른 요청

Interpretación en Español será disponible en todas las reuniones.

Հայերենի բանավոր թարգմանություն կտրամադրվի Բրանկի հանդիպման ժամանակ

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다른 언어로 통역 요청은 반드시 72 시간 전에 미리 하셔야 합니다.

회의 장소는 장애인을 위한 시설이 되어 있습니다. 모든 편리 제공 요청은 반드시 예정된
회의 날짜 3일 영업일 전에 접수되어야 합니다.

(213) 802-1113 또는 711 캘리포니아 릴레이 서비스(California Relay Service)로 전화하십시오.



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캘메디커넥트는 당신의 헬스
하나로 통합한 새로운 헬스

본인의 헬스케어

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PACE 플랜 중
하나를 선정하여
메디케어와 메디칼
모두를 취급하는
건강보험을
선택하십시오.

OR

2. 메디케어
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싶다면 기존
메디케어를
유지하길 원
통보한 다음
메디칼 헬스
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CALIFORNIA High-Speed Rail Authority

THÔNG BÁO VỀ BUỔI HỌP LƯỢNG ĐỊNH CỦA CÔNG CHÚNG

Phần Dự Án từ Palmdale tới Burbank

Phần Dự Án từ Burbank tới Los Angeles

Giới Chức Có Thẩm Quyền về Đường Rầy Cao Tốc California sẽ tổ chức bảy cuộc họp lượng định cho công chúng để tạo cơ hội cho công chúng tìm hiểu về dự án, đặt câu hỏi và nộp lên các góp ý.

Tất cả các buổi họp sẽ được tổ chức từ 5:30 chiều tới 7:30 tối

ACTON/AGUA DULCE

Thứ Hai, Ngày 11 Tháng Tám, 2014

Acton-Agua Dulce Library 33792

Crown Valley Road

Acton, CA 93510

SYLMAR

Thứ Ba, Ngày 12 Tháng Tám, 2014

Sylmar Public Library

14561 Polk Street

Sylmar, CA 91342

LAKE VIEW TERRACE

Thứ Năm, Ngày 14 Tháng Tám, 2014

Lake View Terrace

Recreation Center

11075 Foothill Boulevard

Lake View Terrace, CA 91342

DOWNTOWN LOS ANGELES

Thứ Ba, Ngày 19 Tháng Tám, 2014

Los Angeles Union Station

Fred Harvey Room

800 N. Alameda Street

Los Angeles, CA 90012

Các góp ý lượng định của công chúng sẽ được nhận cho tới ngày 31 tháng Tám, 2014. Nộp lên các góp ý:

Gửi thư:

Mark A. McLoughlin

Director of Environmental Services

ATTN: (Nêu rõ Phần Dự Án nào)

California High-Speed Rail Authority

Southern California Regional Office

700 N Alameda, Room 3-532

Los Angeles, CA 90012

Điện từ:

Cho tên của Phần Dự Án vào hàng chủ đề:

Palmdale tới Burbank:

palmdale_burbank@hsr.ca.gov

Burbank tới Los Angeles:

burbank_los.angeles@hsr.ca.gov

Điện thoại: (800) 630-1039

NGÔN NGỮ VÀ CÁC NHU CẦU KHÁC

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Các yêu cầu về ngôn ngữ khác phải được nộp trước 72 giờ. Các cơ sở họp dễ tiếp cận cho những người bị khuyết tật. Mọi yêu cầu xin có các thích nghi hợp lý phải được thực hiện ít nhất ba ngày làm việc (72 giờ) trước ngày họp đã được quy định. Xin gọi số (213) 802-1113 hoặc Dịch Vụ Tiếp Vận California tại số 711.



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Tình yêu

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Fountain Valley, CA 92708
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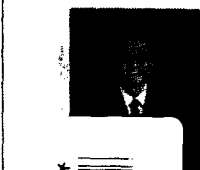
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Lilly Woo-Grimes, Agent

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Garden Grove, CA 92844
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Appendix C.3

Media Coverage

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High-speed rail meetings coming to the Santa Clarita Valley

By Luke Money
Signal Staff Writer
luke@signalscv.com
661-287-5525
July 24, 2014

Officials from the California High-Speed Rail Authority will hold a series of meetings — two locally — next month to discuss possible routes for the bullet train as it snakes its way through Southern California and potentially through the Santa Clarita Valley.

The first of those meetings is scheduled Aug. 5 at William S. Hart Park, 24151 Newhall Ave. in Newhall. The other meeting in the Santa Clarita Valley will be held at the Acton-Agua Dulce Library, 33792 Crown Valley Road, Acton. Additional meetings will be held throughout August in Palmdale, Sylmar, Burbank, Lake View Terrace and downtown Los Angeles.

All meetings will be from 5:30 p.m. to 7:30 p.m.

The Santa Clarita Valley area would be on the Palmdale-to-Burbank section of the overall high-speed rail project that's supposed to link Southern California with San Francisco and, eventually, Sacramento.

But the exact route for the proposed train, including the route between Palmdale and Burbank, has been a topic of discussion for years.

Several alignments have been proposed to take it through the Santa Clarita Valley, including routes through Sand Canyon and Acton.

But those options have met with resistance. Residents in Sand Canyon say the train would affect or displace homes, a church and two schools.

Officials from the High-Speed Rail Authority have said they are examining the option of taking the train through a tunnel as it makes its way through Sand Canyon, which could lessen some of its effects.

Another possible alignment that local officials have been favoring would take the train out of the Santa Clarita Valley entirely by routing it directly from Palmdale to Burbank.

Los Angeles County Supervisor Michael D. Antonovich has sent a letter in favor of

that idea to the High-Speed Rail Authority board. Santa Clarita City Council members have expressed their support for the option as well.

California voters originally approved the high-speed rail project in 2008 with the idea of connecting Anaheim and Los Angeles Union Station to San Francisco, with links at other large population centers around the state.

The train is projected to travel at speeds of up to 220 mph.

Lmoney@signalscv.com

661-287-5525

On Twitter @LukeMMoney

<http://www.signalscv.com/section/36/article/124516/>

SCVNews.com | Formal High-Speed Rail Meetings Slated for August

From KHTS,
Hometownstation.com

[KHTS] – California High-Speed Rail Authority officials are hosting several public meetings for the first high-speed rail system in the United States.

The California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands.

“Starting Tuesday, Aug. 5 in Santa Clarita, the California High-Speed Rail Authority will be hosting seven public scoping meetings to gather public comments for a new proposed alignment,” according to Adeline Yee, information officer for the California High-Speed Authority.

The California High-Speed Rail Authority is responsible for planning, designing, building and operation of the first high-speed rail system in the nation.

By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour.

The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations.

In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state’s 21st century transportation needs.

Public scoping meetings are being held to provide the public an opportunity to learn about the project, ask questions and submit feedback.

All meetings will be held from 5:30 p.m. through 7:30 p.m.

Santa Clarita

Tuesday, August 5, 2014
William S. Hart Regional Park
24151 Newhall Avenue
Newhall, CA 91321

Palmdale

Thursday, August 7, 2014
Chimbole Cultural Center
38350 Sierra Highway
Palmdale CA, 93550

Acton/ Agua Dulce



Monday, August 11, 2014
Acton-Agua Dulce Library
33792 Crown Valley Road
Acton, CA 93510

Sylmar

Tuesday August 12, 2014
Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342

Burbank

Wednesday, August 6, 2014
Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505

Lake View Terrace

Thursday, August 14, 2014
Lake View Terrace Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342

Downtown Los Angeles

Tuesday, August 19, 2014
Los Angeles Union Station, Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012
Parking for a fee; public transit available.

Meeting facilities are accessible for persons with disabilities. All requests for reasonable accommodations must be made three working days or 72 hours in advance of the scheduled meeting date.

Please call 800-630-1039 or the California Relay Service at 711.

Palmdale to Burbank Section: The Palmdale to Burbank Project Section will travel from the Palmdale Transportation Center southward to the Burbank Airport Station.

Burbank to Los Angeles Section: The Burbank to Los Angeles Project Section will travel from the Burbank Airport Station following the existing Metrolink corridor to Los Angeles Union Station in Downtown Los Angeles.

Environmental Process and Scoping Meetings: The Authority and the Federal Railroad Administration or FRA have issued a Notice of Preparation or NOP and Notice of Intent or NOI for the preparation of an Environmental Impact Report/Environmental Impact Statement, EIR/EIS for each project section.

As part of the environmental process, the Authority is holding public scoping meetings to receive comments.

All comments will be considered in the preparation of the environmental documents and become part of the record.

Submit Comments

Public scoping comments will be accepted until August 31, 2014. Submit comments via:

Mail: Mark A. McLoughlin, Director of Environmental Services

ATTN: (Specify which Project Section)

California High-Speed Rail Authority

Southern California Regional Office

700 N Alameda, Room 3-532

Los Angeles, CA 90012

800-630-1039

Electronic:

Place name of Project Section in subject line:

Palmdale to Burbank: palmdale_burbank@hsr.ca.gov

Burbank to Los Angeles: burbank_los.angeles@hsr.ca.gov



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Podcasts



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ListenLive

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Partly Sunny
High: 96°F
Low: 65°F



Saturday
Partly Sunny
High: 94°F
Low: 66°F



Sunday
Partly Sunny
High: 95°F
Low: 66°F



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High-Speed Rail System Public Meetings To Be Held Near Santa Clarita

Thu, 07/24/2014 - 12:00pm | [Newsroom](#)

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California High-Speed Rail Authority officials are hosting several public meetings for the first high-speed rail system in the United States.

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The California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands.

"Starting Tuesday, Aug. 5 in Santa Clarita, the California High-Speed Rail Authority (officials) will be hosting seven public scoping meetings to gather public comments for a new proposed alignment," according to Adeline Yee, information officer for the California High-Speed Authority.

The California High-Speed Rail Authority is responsible for planning, designing, building and operation of the first high-speed rail system in the nation.

By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour.

Related: High Speed Rail Project Questioned By Santa Clarita Officials

The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations.

In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

Public scoping meetings are being held to provide the public an opportunity to learn about the project, ask questions and submit feedback.

All meetings will be held from 5:30 p.m. through 7:30 p.m.

Santa Clarita

Tuesday, August 5, 2014
 William S. Hart Regional Park
 24151 Newhall Avenue
 Newhall, CA 91321

Palmdale

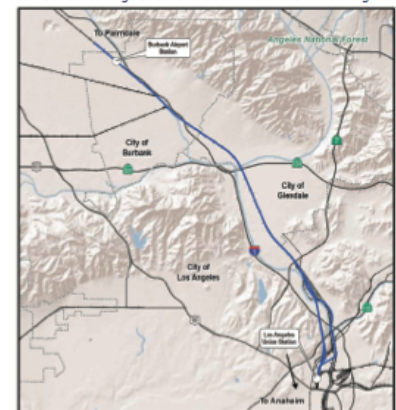
Thursday, August 7, 2014
 Chimbole Cultural Center
 38350 Sierra Highway
 Palmdale CA, 93550

Acton/ Agua Dulce

Monday, August 11, 2014
 Acton-Agua Dulce Library
 32702 Crown Valley Road

BURBANK TO LOS ANGELES PROJECT SECTION

The Burbank to Los Angeles Project Section will travel from the Burbank Airport Station following the existing Metrolink corridor to Los Angeles Union Station in Downtown Los Angeles.



[Checkpoint
New Alert System Could Help
Report Hit-And-Run Crashes](#)



Sylmar

Tuesday August 12, 2014
Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342

Burbank

Wednesday, August 6, 2014
Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505

Lake View Terrace

Thursday, August 14, 2014
Lake View Terrace Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342

Downtown Los Angeles

Tuesday, August 19, 2014
Los Angeles Union Station, Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012
Parking for a fee; public transit available.

Do you have a news tip? Call us at (661) 298-1220, or drop us a line at community@hometownstation.com.

Meeting facilities are accessible for persons with disabilities. All requests for reasonable accommodations must be made three working days or 72 hours in advance of the scheduled meeting date.

Please call 800-630-1039 or the California Relay Service at 711.

Palmdale to Burbank Section

The Palmdale to Burbank Project Section will travel from the Palmdale Transportation Center southward to the Burbank Airport Station.

Burbank to Los Angeles Section

The Burbank to Los Angeles Project Section will travel from the Burbank Airport Station following the existing Metrolink corridor to Los Angeles Union Station in Downtown Los Angeles.

Environmental Process and Scoping Meetings

The Authority and the Federal Railroad Administration or FRA have issued a Notice of Preparation or NOP and Notice of Intent or NOI for the preparation of an Environmental Impact Report/Environmental Impact Statement, EIR/EIS for each project section.

As part of the environmental process, the Authority is holding public scoping meetings to receive comments.

All comments will be considered in the preparation of the environmental documents and become part of the record.

Submit Comments

Public scoping comments will be accepted until August 31, 2014. Submit comments via:

Mail: Mark A. McLoughlin, Director of Environmental Services

ATTN: (Specify which Project Section)

California High-Speed Rail Authority

Southern California Regional Office

700 N Alameda, Room 3-532

Los Angeles, CA 90012

800-630-1039

Electronic:

Place name of Project Section in subject line:

Palmdale to Burbank: palmdale_burbank@hsr.ca.gov

Burbank to Los Angeles: burbank_los.angeles@hsr.ca.gov

High-Speed Rail System Public Meetings To Be Held Near Santa Clarita

Article: [High-Speed Rail System Public Meetings To Be Held Near Santa Clarita](#)

Source: Santa Clarita News

Author: Newsroom

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[High Speed Rail System](#), [California High-Speed Rail Authority](#), [Palmdale](#), [Los Angeles Area](#), [United Stations](#), [Santa Clarita Transportation](#)



About Newsroom

California high-speed rail project considering tunnel under San Gabriel Mountains

By Steve Scauzillo, San Gabriel Valley Tribune
Tuesday, July 29, 2014

DailyNews.com

LA Daily News (<http://www.dailynews.com>)

California high-speed rail project considering tunnel under San Gabriel Mountains

New route would go from Palmdale to Burbank, then to Union Station



A tunnel under the San Gabriel Mountains has been added as an alternate route for the \$67.6 billion San Francisco-to-Los Angeles high-speed rail train's Southern California segment connecting Palmdale to Burbank, officials said Monday. The new, more direct corridor, along with the S-shaped alignment proposed in 2007 that roughly follows the 14 Freeway through Santa Clarita, both will be discussed at seven upcoming public meetings of the California

High-Speed Rail Authority in Los Angeles County beginning next week.

A tunneling option that runs in a straight line from the Palmdale Transportation Center directly to a station at the Burbank airport is being considered by the CHSRA for the first time as part of its environmental review, said Michele Boehm, CHSRA Southern California Regional Director.

"Yes, we have included it as a corridor to look at in the next phase of the analysis," Boehm said on Monday.

The tunnel route will be shorter than the 60-mile-segment route released in 2007, she said, although she did not know exactly how much shorter. Boehm said the alternative would shave time off the trip from San Francisco to Los Angeles. The CHSRA is also studying the route for a second and final Southern California segment from Burbank to Union Station in downtown Los Angeles.

A high-speed rail train would run from San Francisco to Los Angeles in a little under three hours at speeds as high as 220 mph, according to the CHSRA. The controversial project approved by voters through a 2008 \$9-billion bond measure received a boost from Gov. Jerry Brown earlier this month when he said he would put aside 25 percent of the state's revenues from its cap-and-trade program.

The Legislative Analyst's Office says that could amount to \$2 billion a year, something Boehm said she could not speculate on.

The tunneling route under the San Gabriels is supported by Supervisor Michael Antonovich, who wrote a letter to the agency in October suggesting the route after hearing a lot of negatives from the cities of Acton and Santa Clarita over the first route.

"It is a promising alternative," said Michael Cano, Antonovich's transportation deputy. "The supervisor is pleased with the response from the Authority."

Santa Clarita Mayor Pro-Tem Marsha McLean agrees with Antonovich. The city is in support of the tunnel

proposal which would not go through Santa Clarita. The alignment that parallels the 14 Freeway would take out homes, churches and bring the speeding train dangerously close to two schools in the city, she said.

“This tunnel is just as feasible and has far less impacts to us and the folks down the line. It just makes sense,” McLean said.

The scoping study will look at the feasibility and cost estimates of tunneling under the San Gabriel Mountains, Boehm said. She added: “These types of tunnels are being built in other parts of the world. It would be appropriate for us to study it for this location.”

The public meetings will be held from 5:30 p.m. to 7:30 p.m. Aug. 5 to Aug. 19 in the following locations:

Aug. 5, William S. Hart Regional Park, 24151 Newhall Ave., Newhall.

Aug. 6, Buena Vista Branch Library, 300 N. Buena Vista St., Burbank.

Aug. 7, Chimbole Cultural Center, 38350 Sierra Highway, Palmdale.

Aug. 11, Acton-Agua Dulce Library, 33792 Crown Valley Road, Acton.

Aug. 12, Sylmar Public Library, 14561 Polk St., Sylmar.

Aug. 14, Lake View Terrace Recreation Center, 11075 Foothill Blvd., Lake View Terrace.

Aug. 19, Los Angeles Union Station, Fred Harvey Room, 800 N. Alameda St. Los Angeles.

The project was held up in November by a judge who ruled the agency had not complied with the ballot measure that voters approved. The state appealed the ruling and a decision is expected in late August, said H.D. Palmer, a spokesman for the state Department of Finance.

While the project still has a substantial funding gap, the rail authority’s CEO Jeff Morales said he is courting private backers to help make up the difference.

Earlier in the month, the CHSRA began demolition of structures to pave the way on a 29-mile stretch of track near Fresno. The portion of the line will run about 130 miles and connect Madera to Bakersfield.

With extra funding from polluters that contribute to the cap-and-trade fund and expediting environmental reviews, the Palmdale-to-Burbank segment could be completed in 2022, sooner than the original end date of 2029, said Adeline Yee, a spokesperson for the CHSRA.

— *Jessica Calefati of the Bay Area News Group contributed to this article.*

URL:

<http://www.dailynews.com/business/20140729/california-high-speed-rail-project-considering-tunne>

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HIGH-SPEED RAIL

LA Bullet Train Could Run in Tunnel Under the San Gabriels

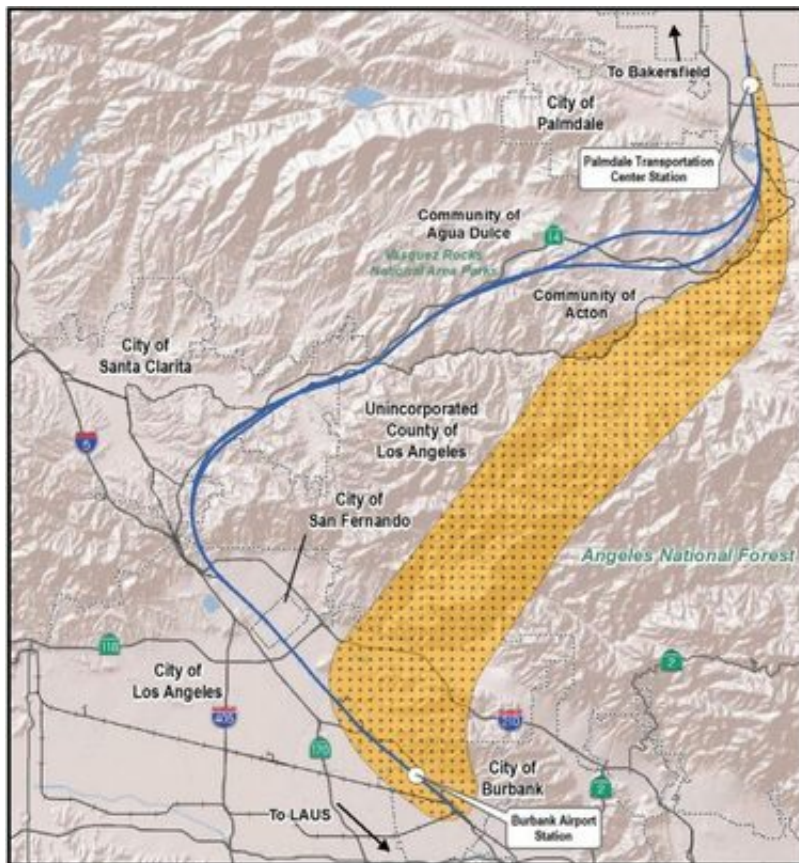
Wednesday, July 30, 2014, by [Bianca Barragan](#)



A rendering of a crossing in Burbank [Images via [California High Speed Rail Authority](#)]

The California High-Speed Rail Authority recently decided it [wants to get moving ahead of schedule](#) on the portion of the Los Angeles-to-San Francisco line that will run through LA County and now it's looking at a tunnel connecting **Palmdale** to a **Burbank Airport** station as a possible alternative to a route that would run along the 14 Freeway through Acton and Santa Clarita, [reports the Daily News](#). The tunnel would go under the San Gabriel Mountains and shorten the travel time along the stretch, though it's not yet known by how much. Also not known yet: how much more it's going to cost. The new route, plus one that runs from Burbank to Union Station will be discussed at an upcoming series of [public scoping meetings](#) over the first few weeks in August.

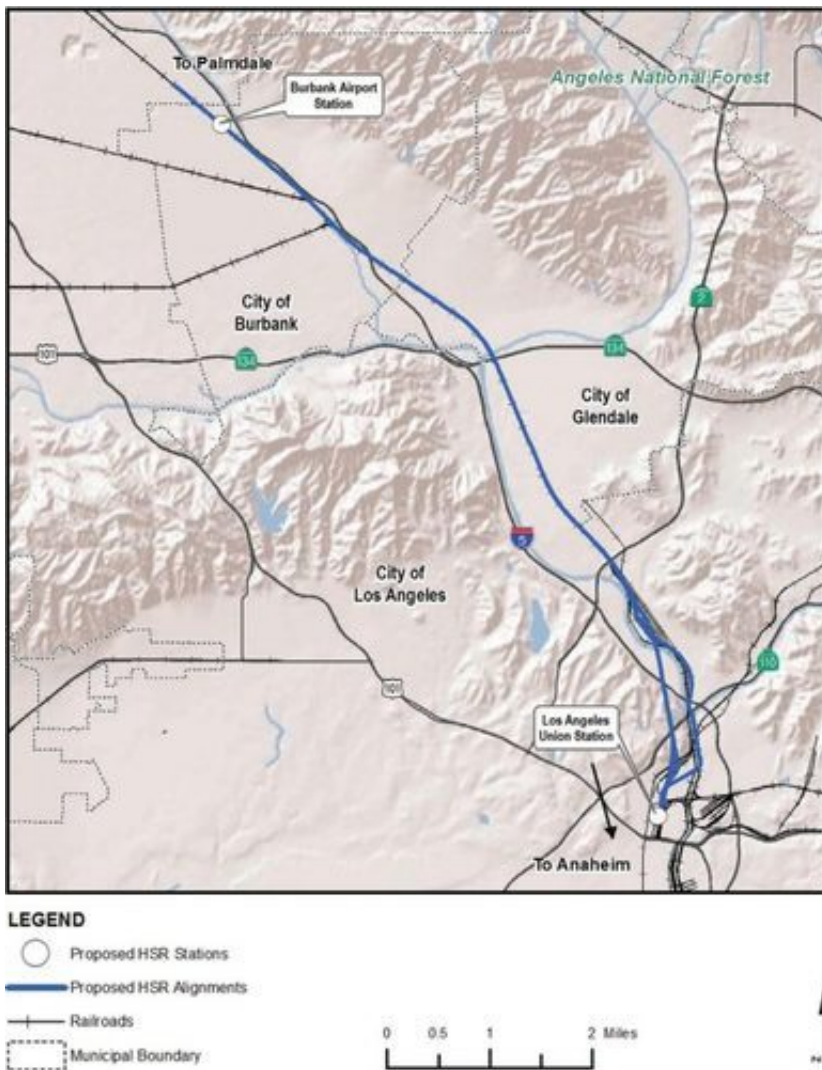
The potential tunnel for the \$67.6-billion projec is already more popular with at least one LA County supe and the locals along the 14 Freeway, who worried about the homes and structures that would have to be cleared in order to have the 220-mile-an-hour train running through their neighborhoods (and also about [the values of those homes that remain](#)).

**LEGEND**

- Proposed HSR Stations
- Proposed HSR Alignments
- Railroads
- - - Municipal Boundary
- Alternative Corridor - New Study Area



Is there room for a tunnel? That's what's being considered. The yellow swath with red dots is the area where it might be.



From Burbank to Downtown, the proposed line would go along the current Metrolink route all the way to Union Station.

· [California high-speed rail project considering tunnel under San Gabriel Mountains \[DN\]](#) · [Public Scoping Meeting notice \[CHSRA\]](#) · [Bullet Train Officials Wants to Start Work in LA County ASAP \[Curbed LA\]](#)

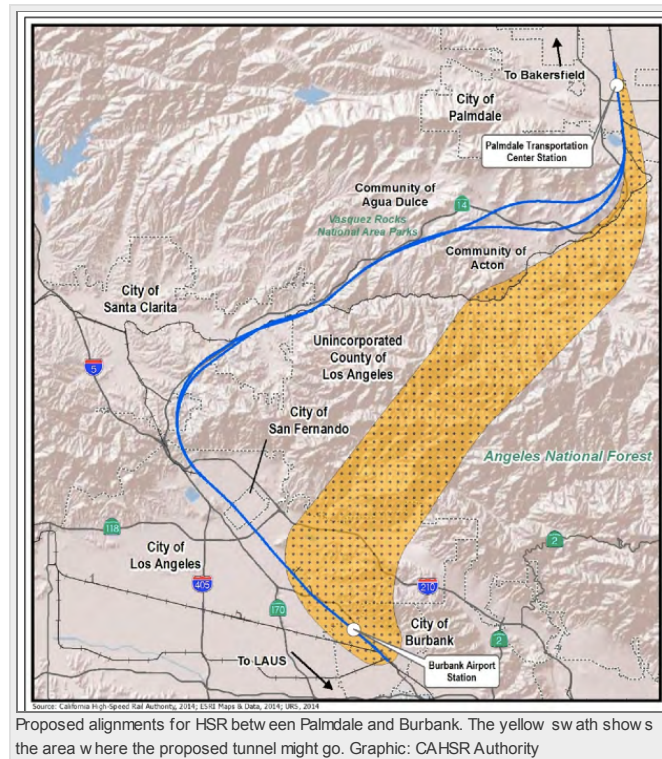
Wednesday, July 30, 2014

[Comment here](#)

California High Speed Rail to Present L.A.-area Options

by [Melanie Curry](#)

The California High Speed Rail Authority [will hold a series of public meetings starting next week](#) to discuss proposed alignments for two segments of the project: from Palmdale to Burbank and from Burbank to downtown Los Angeles.



Three routes have been proposed for the Palmdale to Burbank section: two of them vary slightly but both would follow the Highway 14 corridor through Santa Clarita and Canyon Country into the San Fernando Valley in Sylmar. A third alignment, proposed after residents of Santa Clarita and Acton complained about the Highway 14 route, would cut via tunnel directly through the San Gabriel Mountains, connecting more directly to Burbank.

The route proposed for Burbank to Los Angeles follows the existing Metrolink rail corridor, cutting between Glendale and downtown Los Angeles.

The purpose of the meetings is to inform the public and gather feedback before detailed analysis of each proposal is completed. Future analysis will compare the costs and feasibility of the various routes.

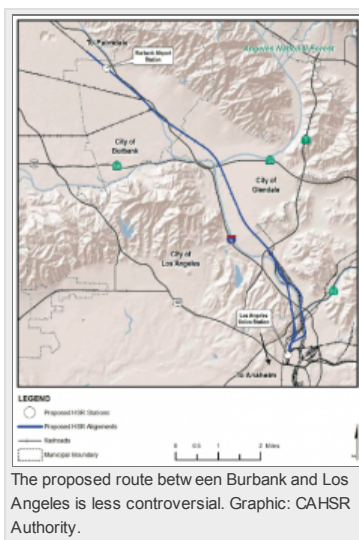
All of the meetings will be held from 5:30 to 7:30 pm.

- ▶ Tuesday, August 5, Newhall: William S. Hart Regional Park, 24151 Newhall Ave.
- ▶ Wednesday, August 6, Burbank: Buena Vista Branch Library, 300 N. Buena Vista St.
- ▶ Thursday, August 7, Palmdale: Chimbole Cultural Center, 38350 Sierra Highway.
- ▶ Monday, August 11, Acton: Acton-Agua Dulce Library, 33792 Crown Valley Road.
- ▶ Tuesday, August 12, Sylmar: Sylmar Public Library, 14561 Polk St.
- ▶ Thursday, August 14, Lake View Terrace: Lake View Terrace Recreation Center, 11075 Foothill Blvd.
- ▶ Tuesday, August 19, Los Angeles: Union Station, Fred Harvey Room, 800 N. Alameda St.

Public comments will also be accepted until August 31.

Mail them to:

Mark A. McLoughlin, Director of Environmental Services ATTN: (Specify which Project Section)
California High-Speed Rail Authority Southern California Regional Office
700 N Alameda, Room 3-532 Los Angeles, CA 90012



8/7/2014

Or send them by email (with "Palmdale to Burbank" or "Burbank to Los Angeles" in subject line) to:

Palmdale to Burbank: palmdale_burbank@hsr.ca.gov

Burbank to Los Angeles: burbank_los.angeles@hsr.ca.gov

High-speed rail meeting draws concerned homeowners in Santa Clarita

By Steve Scauzillo, San Gabriel Valley Tribune
Tuesday, August 5, 2014

sgvtribune.com

The San Gabriel Valley Tribune (<http://www.sgvtribune.com>)

High-speed rail meeting draws concerned homeowners in Santa Clarita

Loss of property, stalled real estate sales stoke fears



SANTA CLARITA >> More than 75 people attended a meeting Tuesday examining the Los Angeles County portion of the proposed San Francisco-to-Los Angeles high-speed rail project that includes the option of tunneling under the San Gabriel Mountains.

Many in attendance Tuesday were homeowners from Santa Clarita worried about one of two similar routes following the 14 Freeway

taking their homes.

Sandra Kassai had just heard about the proposed bullet train from the real estate agent selling her home in Sand Canyon.

"We are trying to sell our property. We had a potential buyer. Then our agent called and said he had cold feet and pulled out," Kassai explained.

The buyer told Kassai's agent he had heard 12 homes would be taken by the train and didn't want to risk buying her home. She wasn't sure if her home would be taken and came to the meeting for some answers.

However, officials explained the process moves slowly. By fall, all the comments on the local segments will be presented to the CHSRA board and then two separate environmental impact reports will be ordered.

The entire 800-mile project from San Francisco to San Diego is scheduled for completion in 2029.

"In the meantime, we will have to wait. It will take, one, two or three years," Kassai said with frustration in her voice. Her son said he believes their home will be 20-30 feet from the path of the train.

The Authority is currently constructing the rail line in the Central Valley and is working on gaining environmental clearance for the rest of the Bay Area to SoCal route.

One problem is how to get from Palmdale in the Antelope Valley to the San Fernando Valley, a 45-mile journey. Originally, the Authority planned to bring the train along an S-curve paralleling the 14 Freeway but residents from Sand Canyon and Santa Clarita council members objected, saying these two closely related routes would take out homes, churches and come too close to schools.

Now, for the first time, the CHSRA has proposed an alternative. It will study a tunnel under the mountains for a more "direct route" from the Palmdale Transportation Center to the Burbank Airport. The tunnel route is supported by the city of Santa Clarita and Fifth District County Supervisor Michael Antonovich.

Michael Hogan, a member of a committee formed with the help of the city to organize resident concerns, said the city and residents prefer the alternative tunnel route. "Yeah. That would be fantastic," Hogan said.

Attendees were directed to fill out comment cards and place them in the slot of two different boxes on site, one for the Palmdale-to-Burbank study, and one for the 15-mile Burbank-to-Los Angeles study. Michelle Boehm, CHSRA Southern California Regional Director, said she did not know how much a tunnel under the mountains would cost, only that a possible alignment would be examined as an alternative to going through Santa Clarita.

Susan MacAdams, the former High Speed Rail Planning Manager at Metro, said the tunneling proposal would cost 10 times as much as the surface route and that tunneling would be problematic because large, boring equipment must clear a path beneath the 5 Freeway and major flood control channels.

"Like all other ancient river basins throughout Los Angeles County, there is a mixed face of debris: large boulders, soft sand and occasional deposits of tar and oil. Not good for tunnel boring machines. Not recommended," MacAdams wrote in a letter to the Federal Railroad Administration.

The \$67.6 billion project has its share of opponents.

Rep. Jeff Dunham, R-Turlock, a member of the House committee for Transportation, has asked the FRA's Office of Inspector General to open an investigation into the misuse of high-speed rail funding.

"I am a strong critic of High Speed Rail. As Chairman of the Rail subcommittee I have led the Congressional effort to ensure no more federal dollars are allocated to High Speed Rail in California until they fulfill the promise that was made to voters with Prop 1A. The cost of the project has more than tripled and has consistently been bogged down with delays, missed deadlines and short cuts," Dunham wrote on his website.

Boehm told those gathered the rail project will receive extra funds from the state's Cap and Trade program where polluters pay for emissions, as announced last month by Gov. Jerry Brown, who supports the project. Those sales will begin in January. The extra cash could mean construction could begin simultaneously on different parts of the line.

She also said the project could link in the future to a proposed bullet train from Palmdale to Las Vegas.

"So you can take the high-speed rail not only from L.A., San Francisco and San Diego but you could also take it to Las Vegas," Boehm said.

The meeting was the first of seven scoping meetings planned this month by the California High-Speed Rail Authority. The next meeting will be 5:30 p.m. Wednesday in Burbank at the Buena Vista Branch Library, followed by a meeting Thursday at the Chimbole Cultural Center in Palmdale at the same time. More meetings are planned next week.

The rest of the meeting schedule is as follows:

- Aug. 11, Acton-Agua Dulce Library, 33792 Crown Valley Road, Acton
- Aug. 12, Sylmar Public Library, 14561 Polk St., Sylmar
- Aug. 14, Lake View Terrace Recreation Center, 11075 Foothill Blvd., Lake View Terrace.

- Aug. 19, Los Angeles Union Station, Fred Harvey Room, 800 N. Alameda St., Los Angeles.

URL:
<http://www.sgvtribune.com/general-news/20140805/high-speed-rail-meeting-draws-concerned-hom>

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[Print This Article](#)

Local high-speed rail meeting series begins

By Luke Money
Signal Staff Writer
luke@signalscv.com
661-287-5525
August 6, 2014

High-speed rail officials kicked off a series of public meetings Tuesday with a discussion of possible new routes for the bullet train as it makes its way from Palmdale to Burbank.

Tuesday's meeting, held at William S. Hart Park in Newhall, was attended by about 70 people and the first of several that will be held this month to discuss and provide information on two sections of the overall project — from Palmdale to Burbank and from Burbank to Los Angeles.

While officials with the California High-Speed Rail Authority have proposed routes that would pass through the Santa Clarita Valley, an alternative corridor that would take the train on a more direct route from Burbank to Palmdale, bypassing the Santa Clarita Valley, is also undergoing study, according to Michelle Boehm, Southern California regional director for the California High-Speed Rail Authority.

"We generally are getting a lot of positive feedback, though it has not been universally positive," Boehm said of the alternative corridor. "We are definitely looking at all of our options."

Those who have expressed support for the more direct Burbank-to-Palmdale route include Los Angeles County Supervisor Michael D. Antonovich, who sent a letter in favor of the idea to the High-Speed Rail Authority board, and the Santa Clarita City Council.

City Councilwoman Marsha McLean attended Tuesday's meeting and said she hopes residents will submit comments to the authority and express their support for the more direct route.

"I believe the High-Speed Rail Authority needs to take the new study area seriously," McLean said.

The idea of the high-speed rail project is to connect Los Angeles Union Station and Anaheim with San Francisco, with links at other large state population centers. The train is projected to travel at speeds of up to 220 mph.

8/7/2014

Another public meeting will be held Aug. 11 at the Acton-Agua Dulce Library, 33792 Crown Valley Road in Acton.

Lmoney@signalscv.com

661-287-5525

On Twitter

@LukeMMoney

<http://www.signalscv.com/section/36/article/125366/>

Public meeting this Thursday for California High-Speed Rail

by The AV Times Staff



The Palmdale meeting is part of a series of meetings scheduled at various locations to gather public input on proposed alignments for two segments of the overall project: the Palmdale to Burbank section and the Burbank to Los Angeles section.

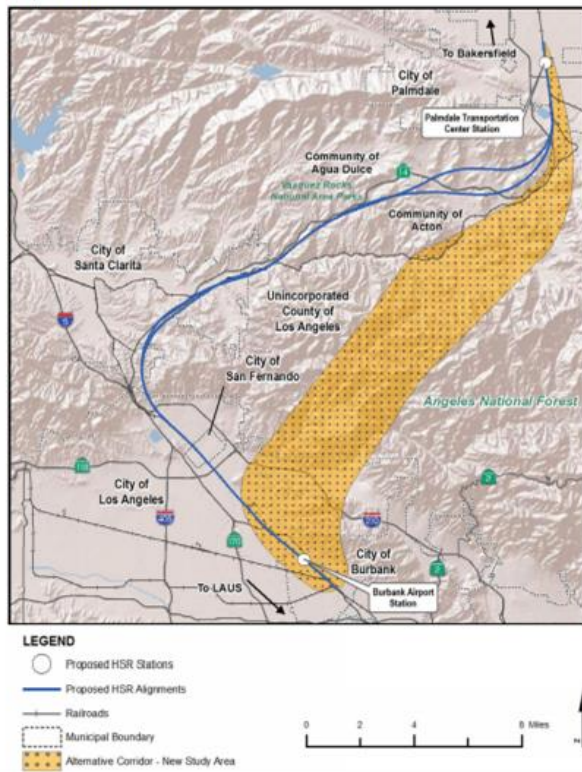
PALMDALE – The California High Speed Rail Authority will host a meeting this Thursday in Palmdale to provide the public an opportunity to learn about the project, ask questions and submit feedback.

The public scoping meeting will take place from 5:30 to 7:30 p.m., Thursday, August 7, at the Chimbole Cultural Center, located at 38350 Sierra Highway in Palmdale.

The Palmdale meeting is part of a series of meetings scheduled at various locations to gather public input on proposed alignments for two segments of the overall project: the Palmdale to Burbank section and the Burbank to Los Angeles section.

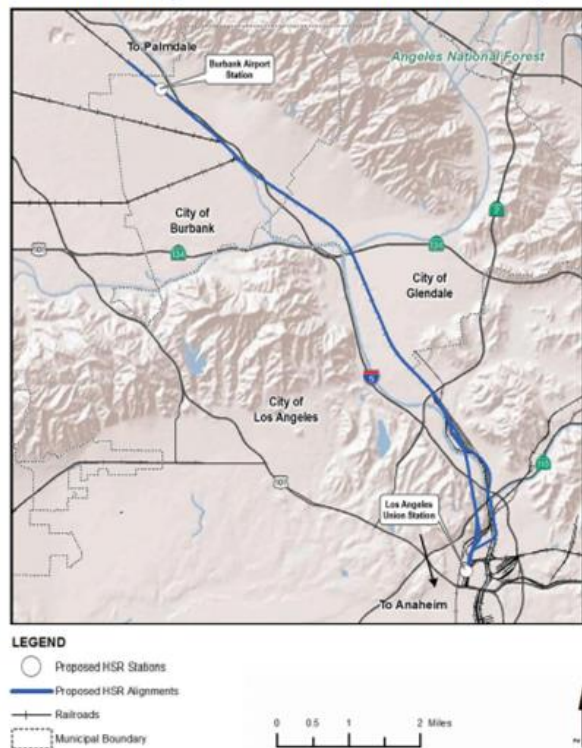
PALMDALE TO BURBANK PROJECT SECTION

The Palmdale to Burbank Project Section will travel from the Palmdale Transportation Center southward to the Burbank Airport Station.



BURBANK TO LOS ANGELES PROJECT SECTION

The Burbank to Los Angeles Project Section will travel from the Burbank Airport Station following the existing Metrolink corridor to Los Angeles Union Station in Downtown Los Angeles.



For additional meeting locations and dates, view the [Public Scoping Meeting Notice here](#).

As part of the environmental process, the Authority is holding public scoping meetings to receive feedback. All comments will be considered in the preparation of the environmental documents and become part of the record.

Public scoping comments will be accepted until August 31, 2014.

Comments can be mailed to:

Mark A. McLoughlin, Director of Environmental Services
ATTN: (Specify which Project Section)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

Comments can be emailed to:

palmdale_burbank@hsr.ca.gov for the Palmdale to Burbank section, or
burbank_los.angeles@hsr.ca.gov for the Burbank to Los Angeles section.

Please specify the project section in the subject line of the email.

For more information, call 800-630-1039 or visit <http://www.hsr.ca.gov/>.

About the California High-Speed Rail Authority

The California High-Speed Rail Authority is responsible for planning, designing, building and operation of the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a state-wide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

[Information via California High-Speed Rail Authority.]

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burbankleader.com/news/tn-gnp-me-residents-share-ideas-at-meeting-on-high-speed-rail-20140808,0,5918089.story

Burbank Leader

Residents share ideas at meeting on high-speed rail

Officials address options, including proposed tunnel route from Palmdale.

By Alene Tchekmedyian, alene.tchekmedyian@latimes.com

1:16 PM PDT, August 8, 2014

A public meeting on new developments for the \$68-billion California high-speed rail — including a advertisement proposed shorter, more direct tunnel route through Angeles National Forest being studied for the Palmdale-to-Burbank section — drew roughly 100 people to the Buena Vista Library on Wednesday.

The initial option for the segment from the Palmdale Transportation Center to a station near the Bob Hope Airport generally followed State Route 14, passing through Santa Clarita to end up in Burbank, for a total of roughly 48 miles.

But the proposed tunnel route through Angeles National Forest would cut that by roughly 13 miles.

"In my world that translates into a faster link between Palmdale and Burbank," said Michelle Boehm, regional director for the California High-Speed Rail Authority.

Burbank resident Chris Runco wondered whether the new route option would affect his neighborhood.

"I'd sure like to know if it's coming through our neighborhood — I don't think anyone's figured that out yet," he said.

But overall, Runco supports the project. He rode the high-speed trains during business trips in France, Japan and China, where it was smooth, fast and cheap, he said.

"The only way we're going to avoid constant gridlock is to have better mass-transit options," Runco said.

"Someone may come up with a nice blimp option, I'd go for that too."

Meanwhile, Silver Lake resident Debbie Hoy rode the high-speed train from Paris to London, but she said she didn't notice the difference when the train was slower in London.

Three hours to San Francisco, Hoy said, isn't a sufficient time-saver. "If it could get there in an hour, I would say, 'Oh, great,'" Hoy said.

Officials also said two environmental studies are now being conducted for the stretch connecting Palmdale and Los Angeles, one of which will include the Palmdale-to-Burbank section, while the other will include the Burbank-to-Los Angeles section, for which there are three proposed alignment options.

Studying the links separately, officials have said, could expedite construction of the train in Southern California, as well as "allow us to target our public outreach activities more specifically to the communities along the line," Boehm said.

Boehm also mentioned an idea to link the high-speed rail to Las Vegas in the future.

Glendale resident Caroline Croels, who lives near railroad tracks in the southern portion of Glendale, worried about noise and vibration from the proposed train, as well as her property values, safety and added stress on the electrical grid.

"This is a project they put a lot of money into because it's very shiny and new...but if you think about it, I'm not sure it's even needed," she said. "I think there are more urgent things to deal with."

Scoping meetings will continue through Aug. 19 in different areas. The public can submit comments via mail, email or phone by Aug. 31 to be included in the scoping report. To comment by phone, call (800) 630-1039. Email comments can be sent to palmdale_burbank@hsr.ca.gov or burbank_los.angeles@hsr.ca.gov, and printed comments can be mailed to the following address:

Mark A. McLoughlin, Director of Environmental Services

Attn: Specify the project section

California High-Speed Rail Authority

Southern California Regional Office

700 N. Alameda St., Room 3-532

Los Angeles, CA 90012

RailPAC

RailPAC is a statewide membership organization working for the expansion and improvement of rail passenger service within the states of California and Nevada.

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Pros and Cons of a Burbank-Palmdale Underground HSR Short Cut

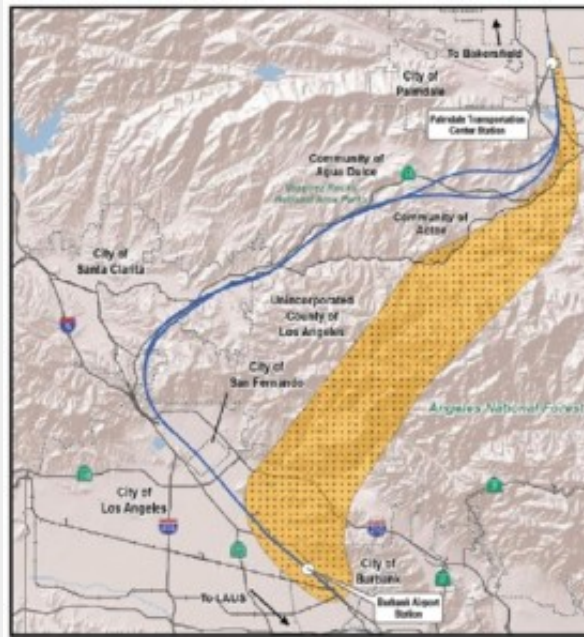
Posted on [August 8, 2014](#) by [nbraymer](#)

By Noel T. Braymer

After years of studies and public meetings when it seemed the California High Speed Rail Authority was ready to make a final decision for the route between Burbank and Palmdale: they are studying a new route. This comes at the request of Los Angeles County Supervisor Michael Antonovich who's district includes this route for High Speed Rail. This new alignment would require a tunnel near Bob Hope Airport in Burbank going directly under the San Gabriel Mountains to Palmdale. Such a route would be roughly 13 miles shorter than the other route already studied (35 miles versus 48 from Burbank to Palmdale). This new route would also avoid construction for the other route in parts of Santa Clarita and Acton which would please the residents in these towns.

No doubt a shorter route would be faster and both routes include a great deal of tunneling, so the costs could be close for both. So far no cost comparisons between the two routes are available. The reason this new route is shorter is because it would have a straighter alignment to Palmdale. Palmdale is actually east of downtown Los Angeles as well as Burbank. Heading west to Sylmar from Los Angeles Union Station, the route that had been studied makes a S curve to the east to reach Palmdale in a rather round about route. Turning northeast from Burbank in a tunnel eliminates much of this backtracking.

Click on graphic to enlarge



— A CHSRA graphic showing the studied route and the area for an alternative route between Burbank and Palmdale

What will be lost if the original route is rejected? The original plan would have rebuilt the railroad and grade separated it for High Speed Rail, Metrolink and freight trains in the San Fernando Valley to Sylmar. There would have also been track improvements for Metrolink for sharing more of the right way with High Speed Rail. It now takes an hour and 55 minutes to travel Metrolink between Los Angeles and Palmdale. It takes almost an hour by Metrolink between Newhall and Los Angeles. With this more direct High Speed Rail route getting between Palmdale and Los Angeles will take under 30 minutes but with no intermediate stops. This will result in limited connections for Metrolink to High Speed Rail or speed improvements for Metrolink from sharing more right of way with High Speed Rail.

A major problem for Metrolink now is the single tracked tunnel built in the 1870's connecting the San Fernando Valley to the Santa Clarita Valley. Besides being single tracked it has speed restrictions of 35 miles an hour and sometimes less. This is a major bottleneck for Metrolink service. The straighter route is better for longer distance service past Palmdale, but does nothing to improve service for the 3 Metrolink Stations in the Santa Clarita Valley.

It is unknown at this time if commuter service will be available on High Speed Rail from Palmdale. The High Speed Rail line will have plenty of capacity. There are plans for over 60 round trips a day which will mean 4 to 5 trains an hour most of the day. Local all stops High Speed Rail Trains are planned along with faster express trains with limited stops. There is plenty of track capacity to add extra trains for local, commuter type travel between Palmdale and Los Angeles. Some transfer traffic to High Speed Rail from Metrolink would be possible from Palmdale and Burbank. But for residents of Santa Clarita (which include Newhall and Saugus) connections to High Speed Rail won't be practical.

Problems with traffic will remain on the I-5 and Highway 14 north of Los Angeles even with High Speed Rail. High Speed Rail will allow greater development and population growth without adding to the traffic to I-5 and Highway 14 for the Antelope Valley. High Speed Rail service will reduce some vehicle traffic north of Los Angeles. But it will do nothing about the heavy truck traffic on the I-5 north of Los Angeles. Large diesel trucks are a major source of pollution, traffic congestion and are often involved in major traffic accidents.

A major argument for High Speed Rail is for reduction of pollution and Green House emissions. This is part of the justification for using Cap and Trade money for building High Speed Rail in California. As it stands now, few trains carry containers or trailers in California between Southern and Northern California. The reasons for this is the current rail route is too slow and intrastate traffic too short and unprofitable to attract the railroads to offer such service. Freight is often carried as well as passenger trains on High Speed Rail routes such as on the Chunnel between England and France. But for now there is neither interest by the railroads or the California High Speed Rail Authority to carry freight now carried by truck through the San Joaquin Valley. Truck traffic in the Valley is a major reason it has high levels of pollution.

My person guess is unless a major problem is discovered with this new direct route to Palmdale, it will likely be approved. The faster running times and fewer conflicts with property owners could easily tip the scales in its favor. What will still be missing is how to improve service on Metrolink on the Antelope Valley Line and the need to expand freight in California along the I-5 Corridor. There are no easy answers to these problems and funding to solve them is always limited.

This entry was posted in [Editorials](#) by [nbraymer](#). Bookmark the [permalink](#) [<http://www.railpac.org/2014/08/08/pros-and-cons-of-a-burbank-palmdale-underground-hsr-short-cut/>] .

Comments are closed.



Media City Groove

High speed rail meeting draws big crowd in Burbank

by Fronnie Lewis on Sunday, August 10, 2014



Photo: Greg Reyna/ Freelancer/Media City G — A big crowd packed the high speed rail meeting at the Buena Vista Library in Burbank August 6, 2014

A big turnout for the high speed rail meeting at the Buena Vista Library last Wednesday. Several times staffers had to bring out extra chairs and still there were people standing along the sides and back wall of the library meeting room, according to freelance photographer, Greg Reyna, who was there.

It's called a "scoping meeting." The California High Speed Rail Authority is conducting scoping meeting throughout the month of August. Rachel Kesting, public information officer for the authority, explained it this way: "Scoping is a process under environmental review laws that allow other public agencies and the public to provide comment about what an environmental review document, like an Environmental Impact Report or Environmental Impact Study (EIR/EIS), should evaluate about a proposed project. The process involves the opportunity for both written comment and oral comment at public meetings. Comments received will become part of the environmental record for the Palmdale to Burbank Project Section."



Media City G

Photo: Greg Reyna /Freelancer/ Media City G — Michelle Boehm, Southern CA Regional Director of the California High-Speed Rail Authority gave a presentation at the meeting in the Buena Vista Library in Burbank August 6, 2014

A presentation was given by Michelle Boehm, Southern California director of the California High Speed Rail Authority. The [agency's website](#) says it is “responsible for the planning, designing, building, and operation of the first high-speed rail system in the nation.” The train reportedly will travel up to 220 miles per hour. By 2029, they expect the system to be in place from San Francisco to the Los Angeles basin. The trip reportedly will take less than three hours. Eventually, links to Sacramento and San Diego will be added, creating a rail system 800 miles long with up to 24 stations.



Media City G

Photo: Greg Reyna /Freelancer/Media City G — A packed house at the high speed rail meeting Buena Vista Library Burbank August 6, 2014

The project broke ground in the Central Valley the middle of last month. Kesting says the Palmdale to Burbank section “... will break ground when all required environmental studies are complete.” She says the authority is seeking input from the public.”

All written comments should be sent, before the end of the month, to the following email addresses: **palmdale_burbank@hsr.ca.gov** or **burbank_los.angeles@hsr.ca.gov**. Also, you can snail mail comments to California High Speed Rail Authority, California Regional Office, 700 N. Alameda St., Room 3-532, Los Angeles, California 90012 .

Tags: **Burbank, California, trains**

0 comments



About Fronnie Lewis

Fronnie Lewis is the founder, publisher, and editor of Media City Groove. She is a journalist with a B.A. degree in communication from Stanford University and more than 25 years' experience as a staff newswriter in the NBC-4 newsroom here in the Southland.

She decided to go freelance in 2004. Three years later she caught the blogging bug. An editor for the trailblazing, but now defunct community website run by the Los Angeles Daily News, Valleynews.com, asked Fronnie to write some posts. She soon became a featured blogger on the site and discovered she had a knack for photography. Her blog was called "Web Writer." Several of Fronnie's photos, as well as some of her news and feature posts/articles, were picked up and published in the print edition of the Daily News. In 2008, she started her own blog/website, which morphed into Media City Groove. For more than 30 years, Fronnie has called Burbank/Media City home. She loves its mixed vibe -- from small town to the "Media Capital of the World". Truly, a place like no other.

[View all posts by Fronnie Lewis →](#)

burbankleader.com/news/tn-gnp-me-residents-share-ideas-at-meeting-on-high-speed-rail-20140808,0,5918089.story

Burbank Leader

Residents share ideas at meeting on high-speed rail

Officials address options, including proposed tunnel route from Palmdale.

By Alene Tchekmedyian, alene.tchekmedyian@latimes.com

1:16 PM PDT, August 8, 2014

A public meeting on new developments for the \$68-billion California high-speed rail — including a advertisement proposed shorter, more direct tunnel route through Angeles National Forest being studied for the Palmdale-to-Burbank section — drew roughly 100 people to the Buena Vista Library on Wednesday.

The initial option for the segment from the Palmdale Transportation Center to a station near the Bob Hope Airport generally followed State Route 14, passing through Santa Clarita to end up in Burbank, for a total of roughly 48 miles.

But the proposed tunnel route through Angeles National Forest would cut that by roughly 13 miles.

"In my world that translates into a faster link between Palmdale and Burbank," said Michelle Boehm, regional director for the California High-Speed Rail Authority.

Burbank resident Chris Runco wondered whether the new route option would affect his neighborhood.

"I'd sure like to know if it's coming through our neighborhood — I don't think anyone's figured that out yet," he said.

But overall, Runco supports the project. He rode the high-speed trains during business trips in France, Japan and China, where it was smooth, fast and cheap, he said.

"The only way we're going to avoid constant gridlock is to have better mass-transit options," Runco said.

"Someone may come up with a nice blimp option, I'd go for that too."

Meanwhile, Silver Lake resident Debbie Hoy rode the high-speed train from Paris to London, but she said she didn't notice the difference when the train was slower in London.

Three hours to San Francisco, Hoy said, isn't a sufficient time-saver. "If it could get there in an hour, I would say, 'Oh, great,'" Hoy said.

Officials also said two environmental studies are now being conducted for the stretch connecting Palmdale and Los Angeles, one of which will include the Palmdale-to-Burbank section, while the other will include the Burbank-to-Los Angeles section, for which there are three proposed alignment options.

Studying the links separately, officials have said, could expedite construction of the train in Southern California, as well as "allow us to target our public outreach activities more specifically to the communities along the line," Boehm said.

Boehm also mentioned an idea to link the high-speed rail to Las Vegas in the future.

Glendale resident Caroline Croels, who lives near railroad tracks in the southern portion of Glendale, worried about noise and vibration from the proposed train, as well as her property values, safety and added stress on the electrical grid.

"This is a project they put a lot of money into because it's very shiny and new...but if you think about it, I'm not sure it's even needed," she said. "I think there are more urgent things to deal with."

Scoping meetings will continue through Aug. 19 in different areas. The public can submit comments via mail, email or phone by Aug. 31 to be included in the scoping report. To comment by phone, call (800) 630-1039. Email comments can be sent to palmdale_burbank@hsr.ca.gov or burbank_los.angeles@hsr.ca.gov, and printed comments can be mailed to the following address:

Mark A. McLoughlin, Director of Environmental Services

Attn: Specify the project section

California High-Speed Rail Authority

Southern California Regional Office

700 N. Alameda St., Room 3-532

Los Angeles, CA 90012

[Print This Article](#)

Tempers high during Acton-Agua Dulce bullet train meeting

Hundreds of residents turn out to scoping meeting to discuss proposed rail's route

By Jim Holt
Signal Senior Staff Writer
jimh@signalscv.com
661-287-5527
August 12, 2014

Acton residents sent a message loud and clear to California High-Speed Rail Authority officials Monday night: we don't want your stinking train.

So many residents crowded into the Acton-Agua Dulce Library on Crown Valley Road that the fire marshal ordered the evacuation of the building. The room's capacity was 78, and by 6:30 p.m. more than 110 people had filled the room to standing-room only.

As a result, rail officials seeking to update residents on their latest train plans had to empty the tiny room twice and give their "scoping session" talk three times in order to accommodate everyone who showed up.

They sought input from residents and asked that they fill out pre-printed cards with their concerns and comments. Attendees were told that all public scoping comments written on the cards must be submitted by Aug. 31, 2014.

Residents, however, expressed their concerns and comments regardless.

"Why are we not allowed to speak?" yelled one audience member to raucous applause.

"This meeting is a joke," yelled another member attendee.

When rail officials asked people standing at the back to leave, a third person yelled out: "Why don't you leave and let us ask the engineers some questions?"

Two sections

Rail Authority spokeswoman Michelle Boehm talked loudly into the amplified microphone to be heard above the loud disgruntled group, as she explained through video and audio-visual aids, two sections of the overall project — from Palmdale to Burbank and from Burbank to Los Angeles.

Acton's scoping meeting was the second such meeting held in the Santa Clarita Valley this month. The first meeting was held last week at William S. Hart Park

in Newhall and was attended by about 70 people.

Rail officials have proposed routes for the bullet train that would pass through the Santa Clarita Valley but are also looking at an alternative corridor that would take the train on a more direct route from Burbank to Palmdale that would bypass the Santa Clarita Valley.

Attendees were asked to complete a white card to comment on the Palmdale route and a blue card for the other.

But for many attendees, all they needed to know about the route was in the handout map that showed a train cutting through their community.

Mad as hell

"I'm angrier than hell over this whole thing," said Lynn Bennett who cornered one of a dozen name-tagged rail officials who were on hand to answer questions privately after the official presentation.

To rail official and senior planner Karl Fielding, she said: "Have any of you guys considered how detrimental it is to be drilling under three major earthquake faults and the possibility of triggering an earthquake? I suggest you think this through very carefully.

"And, where are you going to get water for this project? We're in a serious drought. Even if we have an El Nino year for 10 years, it's not going to make up for what we don't have. Where the hell are you going to get the water?

"We can't sell our homes now because when we try, we have to disclose that there's a plan in place for a train — so this is affecting us right now," she told him.

"I'm about to lose my house over this," she said. "I'm madder than hell."

Fielding told her: "We are going to do a year of study."

Acton resident Pam Wolter summed up the frustration voiced by her neighbors, saying: "It was pretty frustrating for people not getting the information they need and they can't get their questions answered."

Wolter said she's worried about construction damaging her home and well. "What is the vibration of the train going to do to my well and to my (house) foundation? I would like to ask them that."

Concerns in Acton

Long-time Acton resident Madison Peiny said: "This (train) is going to drop the value of our homes and it's going to ruin this town."

Angela Togia, also a resident, added: "We could lose our (groundwater) well. It will be devastating for Acton and Agua Dulce."

"Everybody here should write to their congressman because just voicing it here isn't going to matter," she said.

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<http://www.signalscv.com/section/36/article/125782/>



Residents can weigh in on high-speed train through San Gabriel Mountains

BY DANIEL SERRANO

2014-08-18 18:37:34

Residents wanting to weigh in on plans for a bullet train that could run through the San Gabriel Mountains and parts of the Angeles National Forest have one last chance to speak to the California High-Speed Rail Authority in person.

Officials have toured from Santa Clarita to Burbank in the past two weeks seeking the public's input on sections of a proposed high-speed rail coming to Los Angeles County. The final public information session is tonight at Union Station in downtown Los Angeles.

The authority is working toward the country's first high-speed rail system, with trains traveling at speeds of more than 200 mph and tracks eventually extending from Sacramento to San Diego, totaling 800 miles with up to 24 stations.

Rail authorities visited Lake View Terrace last week, where dozens of residents voiced concerns over a proposed route of the high-speed train. Planned connections include a 45-mile rail line from the Palmdale Transportation Center to the Burbank Airport Station and a 15-mile stretch from Burbank to Union Station.

Cindy Cleghorn, a member of the Sunland-Tujunga Neighborhood Council, was dismayed at the proposal. The Palmdale-to-Burbank corridor could run through the Angeles National Forest and would require drilling beneath the San Gabriel Mountains.

"I don't think it helps the city or the county here locally," Cleghorn said.

Michelle Boehm, the rail authority's Southern California regional director, said the routes still are in the scoping phase, a preliminary period in which public comment is sought before environmental studies begin.

Councilman Felipe Fuentes of District 7 attended the rail authority's presentation the previous night at a Sunland-Tujunga Neighborhood Council meeting.

"A lot of folks are interested and concerned about the potential route," Fuentes said. "It's important for us to make sure that if this is going to move forward, that it does so in a way that has real benefit and little impact on our community."

Tonight's meeting is 5:30-7:30 in the Fred Harvey Room of Union Station, 800 N. Alameda St., in downtown L.A. Comments also can be made by calling 800-630-1039.

Contact the writer: dserrano@losangelesregister.com

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L.A. County supervisor's alternate bullet-train route gaining traction

By **DAN WEIKEL**

AUGUST 23, 2014, 6:25 PM

To get high-speed rail from Palmdale to Burbank, planners have focused for years on two potential routes that parallel the 14 Freeway and course through the rural and growing communities of Acton, Agua Dulce and Santa Clarita — hostile territory for the bullet train project.

Los Angeles County Supervisor Michael D. Antonovich thinks there's a better way to go.

He is recommending to the California High-Speed Rail Authority an alternative to the south that would rely on extensive tunneling to cross the rugged Angeles National Forest.

"Such an approach," Antonovich recently told bullet train officials, "could provide a boon to the authority by eliminating conflict with Acton, Agua Dulce and Sand Canyon communities in my district while also helping the project reduce its costs and travel times."

He has made the pitch before, but this time his suggestion is getting some traction. The authority, which recently accelerated planning for the Palmdale-to-Burbank leg, has begun to seriously consider Antonovich's proposal.

During seven meetings this month in communities from Palmdale to Los Angeles, high-speed rail officials have asked members of the public to comment on the proposed corridors, including Antonovich's.

The public has a month to respond. If there is enough support for the supervisor's recommendation, the authority says his proposal could qualify for more in-depth studies, the outcome of which might eventually lead to its selection as the route for the Palmdale-Burbank leg.

"We ought to take a serious look at this," said Jeff Morales, the authority's chief executive. "I continually push our team to look at ideas and to solicit and listen to what we get from the outside. We are sensitive to community input, and we've heard the concerns of Acton, Agua Dulce and Santa Clarita. That matters."

Antonovich first approached the authority with his idea several years ago, but board members and the chief executive at the time were reluctant to work with the range of federal environmental

agencies that would have to be involved in planning and approving a route through a national forest. With the arrival of Morales and board Chairman Dan Richard, the agency has been more receptive.

"We've had some discussions and talked to the supervisor," Morales said. "I'm impressed by his focus to bring improvements to that part of the county and state. He's pushed hard and we've listened."

Antonovich's proposal would run about 35 miles through the Angeles National Forest. It would go around the Hansen Dam Recreational Area, authority officials say, and include roughly 20 miles of tunnels. A specific route has not been determined.

In contrast, the other two proposals along the 14 Freeway are about 48 miles long and generally follow the highway and a San Fernando Valley railroad right-of-way used by the Metrolink commuter line. About 18 to 20 miles of tunneling and more than 20 grade separations would be necessary if either was chosen.

Both corridors would begin at the Palmdale Transportation Center and end at the Burbank Airport Station, a developing transportation hub.

Although none of the proposals have been fully vetted, Morales said there could be advantages to Antonovich's plan, including lower construction costs and shorter travel times. The trip would take an estimated 15 minutes, 7 to 10 minutes less than the highway routes.

In addition, both Morales and the supervisor said there would be substantial benefits from reducing the project's effects on communities along the 14 Freeway, where the population has grown at least 24% in the last decade.

Local leaders and community groups say the routes along the 14 would bring high-speed trains near schools, disrupt the rural setting and mar the center of Acton with a viaduct.

The Santa Clara River, residential water wells and hundreds of properties would be adversely affected, they said, including the Shambala Preserve in Acton, a big cat sanctuary owned by a partnership that includes actress Tippi Hedren.

Michael Hughes, president of the Acton Town Council, said he was "very much in favor" of Antonovich's proposal, but residents and local leaders would like to see the suggested corridor moved a few more miles east to take it completely out of Acton.

In a recent letter to the rail authority, Assemblyman Scott Wilk, a Republican who represents the Santa Clarita Valley, said he supported Antonovich and urged the agency to disavow the routes

along the 14 Freeway in order to "reset the discussion."

Katherine Sky Tucker, who has a ranch off the Angeles Forest Highway in east Acton, said, however, that Antonovich needs to be more specific and move his proposal out of the community.

"If Palmdale wants a station so bad, the route should all be in Palmdale so we can maintain the rural environment" in Acton, said Tucker, whose land and neighboring properties could be crossed by the project's right of way. "We are trying to save what we have here."

Other concerns could come from environmental groups should Antonovich's alternative gain momentum.

"The environmental impacts would be enormous," said Kathryn Phillips, director of Sierra Club California, which generally supports the high-speed rail project. "Going through a national forest isn't going to sit well with my members."

Morales defended Antonovich's proposal. Even if a route is built through the forest, he said there would be substantial environmental benefits, such as reductions in traffic and air pollution across the region.

"I'm sure questions will be raised; that's why you go through the environmental review process," he said. "The tunnels could be an out-of-sight, out-of-mind type of thing."

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Is the CHSRA Really Considering the San Gabriel Tunnel?

Aug 24th, 2014 | Posted by [Robert Cruickshank](#)

[Leave a comment](#)

According to Dan Weikel at the Los Angeles Times, the California High Speed Rail Authority is giving [serious consideration](#) to LA County Supervisor Mike Antonovich's proposal to put the bullet train tracks in a tunnel under the San Gabriel Mountains. The thing is, I can't tell if the CHSRA is just humoring Antonovich or whether they might actually do it:

"We ought to take a serious look at this," said Jeff Morales, the authority's chief executive. "I continually push our team to look at ideas and to solicit and listen to what we get from the outside. We are sensitive to community input, and we've heard the concerns of Acton, Agua Dulce and Santa Clarita. That matters."

Antonovich first approached the authority with his idea several years ago, but board members and the chief executive at the time were reluctant to work with the range of federal environmental agencies that would have to be involved in planning and approving a route through a national forest. With the arrival of Morales and board Chairman Dan Richard, the agency has been more receptive.

"We've had some discussions and talked to the supervisor," Morales said. "I'm impressed by his focus to bring improvements to that part of the county and state. He's pushed hard and we've listened."

Morales and Richard are careful to not say they plan to endorse the proposal, but neither are they simply dismissing it:

Although none of the proposals have been fully vetted, Morales said there could be advantages to Antonovich's plan, including lower construction costs and shorter travel times. The trip would take an estimated 15 minutes, 7 to 10 minutes less than the highway routes.

In addition, both Morales and the supervisor said there would be substantial benefits from reducing the project's effects on communities along the 14 Freeway, where the population has grown at least 24% in the last decade.

Nowhere in the article are the costs or risks of a tunnel discussed, which I find surprising given that the LA Times usually does not miss a chance to criticize the project. I don't mind it, but I have to believe that, rightly or wrongly, cost is going to be the primary factor in deciding whether this tunnel moves ahead.

Personally I'm all for giving this tunnel proposal serious, genuine consideration. I dislike the possibility of bypassing Santa Clarita and its population. The tunnels are risky, especially building one that long. But there are potential benefits to consider as well, and a thorough vetting is certainly warranted.

What isn't helpful are clearly absurd complaints like those from Kathryn Phillips, who did indeed take this opportunity to slam HSR:

"The environmental impacts would be enormous," said Kathryn Phillips, director of Sierra Club California, which generally supports the high-speed rail project. "Going through a national forest isn't going to sit well with my members."

First off, this is inaccurate, Phillips generally opposes the high speed rail project. But what environmental impacts exactly would result from a tunnel deep below the forest? It would preserve more trees than the alternative. It wouldn't cross migration corridors or displace habitat. And most importantly, it helps reduce CO2 emissions (as would a Highway 14 route), which should be the Sierra Club California's top priority unless they've suddenly become pro-global warming and pro-drought.

9/2/2014

California High Speed Rail Blog » Is the CHSRA Really Considering the San Gabriel Tunnel?

Heck, I might even be willing to back a tunnel just to spite the clueless Phillips. Maybe. We'll see...

Tags: [CHSRA](#), [Dan Richard](#), [Jeffrey Morales](#), [Mike Antonovich](#), [palmdale](#), [Santa Clarita](#), [tunnel](#)
[Cap-and-Trade Survives Attack From Oil Companies](#) [Dan Richard Slams Anti-HSR Lawsuit Filers](#)

From the L.A. Biz

:<http://www.bizjournals.com/losangeles/news/2014/08/25/railroad-officials-serious-about-tunnel-route.html>

Railroad officials serious about tunnel route

Aug 25, 2014, 8:57am PDT



[Scott Bridges](#)

[Email](#) | [Twitter](#)

A top official with the high-speed rail says the agency is seriously considering Los Angeles County Supervisor [Michael Antonovich](#)'s alternative route underneath the San Gabriel Mountains.

"We ought to take a serious look at this," [Jeff Morales](#), chief executive of the California High Speed Rail Authority told the [Los Angeles Times](#). "I continually push our team to look at ideas and to solicit and listen to what we get from the outside. We are sensitive to to community input."

[Robert Cruickshank](#), posting on the [California High Speed Rail Blog](#), is uncertain about Morales' sincerity, however.

"The thing is," Cruickshank writes, "I can't tell if the CHSRA is just humoring Antonovich or whether they might actually do it."

"We've had some discussions and talked to the supervisor," Morales told the newspaper. "I'm impressed by his focus to bring improvements to that part of the county and state. He's pushed hard and we've listened."

The Times explains that Antonovich raised the idea years ago, "but board members and the chief executive at the time were reluctant to work with the range of federal environmental agencies that would have to be involved in planning and approving a route through a national forest."

The article states that under the leadership of the new chief executive and Chairman [Dan Richard](#), however, the agency has been "more receptive."

[Cruikshank](#) points out that "Morales and [Richard](#) are careful to not say they plan to endorse the proposal, but neither are they simply dismissing it."

The route would not only be a straighter shot but would keep the speeding train away from schools on the S-route along the 14 Freeway through Santa Clarita.

Furthermore, Morales says there could be other advantages to the tunnel route, including lower construction costs and shorter travel times, according to the Times.

And [Cruikshank](#) adds on the blog that the environmental impact would be lessened with the Antonovich plan. "It would preserve more trees than the alternative. It wouldn't cross migration corridors or displace habitat."

Scott Bridges has covered the Los Angeles scene for over ten years as a journalist and food critic. Follow him on [the Huffington Post](#)

[Print This Article](#)

Scott Wilk: Be sure your voice is heard

By Scott Wilk

Right here, right now

August 27, 2014

I have opposed the high-speed rail project since its inception and am troubled by Gov. Jerry Brown's single-minded pursuit of it since he took office in 2011.

Brown's focus on such a "legacy" project comes at a cost of billions of dollars lost in deferred maintenance and improvement to our existing transportation infrastructure in this state.

Anyone who drives the roads in Southern California knows well their deplorable condition. Before we embark on such a "fantasy train," we ought to fix the existing system upon which our citizens, economy, and future truly depend.

For those reasons, I believe Californians were sold a bill of goods. And with the fits and starts the project has encountered and the resulting dramatic changes to the project from the plan California voters approved in 2008, it is pretty clear to me that given the opportunity, they would repeal that authority.

Still, I am your Assemblyman sworn to uphold constitutional authority. We live in a system of laws, and the high-speed rail project, whatever my opinion of it, remains existing law.

Therefore, as an elected official, it is my duty to repeal it if I can, improve it if I must, and do so as the representative of all the people of the 38th Assembly District.

Accordingly, I am pleased to see the seriousness with which the High Speed Rail Authority seems to be taking the alternate route proposed by Los Angeles County Supervisor Michael D. Antonovich for the Palmdale-to-Burbank section of the project through the Santa Clarita Valley.

My constituents in the 38th Assembly District are strongly opposed to the High Speed Rail Project. One reason is the proposed route heading south from Palmdale following an S-curve paralleling the Highway 14 freeway through Acton, Agua Dulce and the greater Santa Clarita Valley.

The route would negatively impact schools, churches and residential dwellings. The proposed route has already triggered disclosure on real estate transactions and is harming sellers.

In addition to the economic and community harm, it doesn't make sense to have a train route parallel the Highway 14 freeway. As someone who lived through the Sylmar earthquake of 1971 and the Northridge earthquake of 1994, placing the route along the 14 freeway places in jeopardy both modes of transportation when the next large earthquake hits our community.

I am asking all residents of the 38th Assembly District to go on record by the Aug. 31 deadline for local input encouraging the High-Speed Rail Authority to review a tunnel-oriented alternative between the Palmdale station and the potential Burbank/Bob Hope Airport Station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

Additionally, I encourage residents to ask the authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities.

I believe if the authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

As for me, as Abraham Lincoln said, "My mind is as open as a 40 acre field ... but that doesn't mean I am going to change it."

Still, clearly the alternate Antonovich proposal would provide a "win-win" solution for the authority.

To find contact information and a sample letter to the High Speed Rail Authority, please visit my website at <https://ad38.assemblygop.com/> and please do so by this coming Sunday, Aug. 31, so that your voice is heard.

Scott Wilk is a Republican and represents California's 38th Assembly District, which takes in most of the Santa Clarita Valley.

<http://www.signalscv.com/section/33/article/126772/>

Proposal for rail corridor through Angeles National Forest draws fire



L.A. County Supervisor Michael D. Antonovich recommended that a swath on the west side of the Angeles National Forest be studied for a potential high-speed rail route, but he did not include specific alignments. (Irfan Khan, Los Angeles Times)

By **DAN WEIKEL**

AUGUST 29, 2014, 6:36 PM

A recent proposal to study cutting a high-speed rail corridor through the Angeles National Forest is drawing fire from San Fernando Valley communities near the preserve's southwest boundary.

Calling Los Angeles County Supervisor Michael D. Antonovich's idea vague and ill-conceived, groups that represent thousands of residents want the California High-Speed Rail Authority to disregard the suggestion.

The opposition is primarily coming from Sunland, Sun Valley, Lake View Terrace, Shadow Hills, La Tuna Canyon and Tujunga — areas that might be disrupted by a forest alignment depending on where it would go. Some residents contend the proposal is already threatening property values and pending real estate sales.

"Antonovich has not communicated with us or returned our calls," said attorney Bill Eick, who sits on the board of the Shadow Hills Property Owners Assn. "Basically, he has thrown us under the train."

Tony Bell, a spokesman for Antonovich, called the criticism a positive development that will foster further discussion about the route's feasibility.

"We want to make sure there aren't additional impacts in any one of our communities," Bell said, adding that the supervisor wants to hear from all interested parties.

Antonovich recommended that a swath on the west side of the forest be studied for potential routes, but he did not include specific alignments.

The rail authority has agreed to consider — at least preliminarily — the supervisor's proposal for the Palmdale-Burbank leg as well as two separate alignments along the Antelope Valley Freeway that planners have studied for years.

The California 14 routes would pass through Acton, Agua Dulce, the Sand Canyon area and Santa Clarita, all of which are in Antonovich's district. Residents of those communities also fear that high-speed trains would degrade the surroundings and devalue their property.

In addition, there have been concerns in nearby Sylmar, Pacoima and the city of San Fernando that the routes, which head south from Santa Clarita to Burbank, could dissect their neighborhoods.

Antonovich contends that the forest route might be cheaper to build and would avoid the risk of harming his constituents from Acton to Santa Clarita.

Critics in the east San Fernando Valley say that although some of their communities are also in the supervisor's district, they have not received the same consideration from him.

"Antonovich is only trying to relieve pressure from his constituents in Acton, Agua Dulce and Santa Clarita without concern for us and without adequate study," said David DePinto, who is also on the board of the Shadow Hills Property Owners Assn.

Another group, the Foothill Trails District Neighborhood Council, which represents the Los Angeles communities of Shadow Hills, Lake View Terrace and La Tuna Canyon, voted earlier this month to oppose any forest alignment.

Caught in the middle is Los Angeles City Councilman Felipe Fuentes, who represents areas with opposing views on the potential bullet train routes between Palmdale and Burbank.

Fuentes, who says he does not prefer any particular corridor, will urge high-speed rail officials to keep the trains in tunnels as much as possible and to reduce the potential effects on homes, businesses, recreation facilities and other kinds of transportation.

The councilman, community organizations and others are now submitting comments and opinions about the Palmdale-Burbank routes to the high-speed rail authority. If there is enough support for Antonovich's proposal, the authority could select it for more in-depth study.

dan.weikel@latimes.com

Follow [@LADeadline16](#) for more news about high-speed rail.

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Get on board with High-Speed Rail before train leaves station

In November 2008, California voters approved the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, to construct the first High-Speed Rail (HSR) System in the nation.

The event in itself is truly historical! It created a public mandate to improve mobility and catching-up with other countries successfully operating a HSR system across the globe. But with high profile projects, comes high profile controversies — and HSR is no different.

I've heard comments from people and read media articles, condemning the project and anticipating its demise. Ladies and gentlemen, the first piling for the project were placed in the ground in June. By all accounts, the system is under construction, employing hardworking men and women, including a significant number of small businesses.

Remember, no major capital project comes without controversy, i.e. the Golden Gate Bridge. Seventy-five years, media reports and general consensus rejected the bridge. But now you can't imagine San Francisco without it! No one likes the costs and impacts that go along with developing large projects — but in the end, everyone climbs aboard.

As far back as the 1800s, people complained about the Transcontinental Railroad. Needless to say, connecting our country's urban centers and allowing cross-country commerce to ensue providing the foundation for the economic powerhouse that is the U.S. That said, history does now repeat itself, asking the same question(s).

Viewpoint

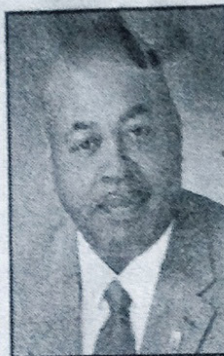
Rich Poston

The first nation to operate a complete dedicated high-speed rail system was Japan 50 years ago. Soon to follow were China, France, Germany, Italy, Taiwan, South Korea and Spain. These nations have efficiently moved their growing population from city-to-city without any major issues.

Meanwhile, here in the U.S., we are still wasting billions on widening freeways. Unbelievably, the 110 freeway in L.A. has 12 lanes and Atlanta Georgia's I-75 has 15 lanes, promoting single user car riders that drive up fossil fuel usage and greenhouse gas emissions. This is a waste of taxpayers' money. It's not safe, and our auto insurance is at alarming rates due to the number of minor to fatal car crashes per year. We must do better, it will only get worse.

We have placed such a major burden on our freeway/commuter systems, now is the time to embrace stronger solutions. HSR has proven itself for over 50 years, why is it taking the U.S. so long?

The California High-Speed Rail project is being funded through voter-approved \$9.95 million Proposition 1A, \$3.2 million in federal stimulus funds, and more recently, California's Cap & Trade funds, which will provide an ongoing



POSTON

No major capital project comes without controversy ...

ing stream of funding throughout project completion.

My neighbor Cynthia, commutes from the Lancaster Station to L.A. Union Station five days per week. Her monthly Metro rail pass is \$426. Her daily roundtrip is 144 miles per day including a four hour commute time. The same destination for AVTA is \$304 plus five hour commute time. Your car averages \$550 per month and the commute time is four to seven hours per day, without consistency because of traffic variances. We must do better!

Let's look at HSR, Palmdale to Burbank in 20 minutes. Travel time saving is 3-4 hours. You can leave work from downtown L.A. at 6 p.m. and be at home for dinner, help your child with homework, and during the summer months be at home before the streetlights come on. No stress — just better quality of life. Our current population in California is 38.4 million and is expected to reach 50 million in 2030. We need to act now!

The Antelope Valley African American Chamber of Commerce Board and its members urge you to get behind California HSR project and be on the right side of history.

Rich Poston is past Vice-Chairman of Palmdale Chamber over Governmental Affairs & Economic Development and a member of Council of Chambers — California Black Chamber of Commerce.


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California High-Speed Rail Authority Extends Public Comment Period

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California High-Speed Rail Authority and Federal Railroad Administration officials have extended the period for public comment for the next week.

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"In its continued efforts to ensure comprehensive agency and public participation, the comment period has been extended to Friday, Sept. 12," according to the news release. "The extension is a result of stakeholder interest, time extension requests and the Authority's commitment to engagement with both agencies and the public during the advancement of these important high-speed rail project sections."

Related: First High-Speed Rail System Public Meeting Held At Hart Park

The Authority and FRA published **Notices of Preparation** and **Notices of Intent** for the receipt of comments for the preparation of the environmental documents regarding the Palmdale to Burbank and Burbank to Los Angeles sections on July 24, according to officials.

"We appreciate those who have already submitted comments, and encourage those who have not yet commented to do so during this extended period," according to the news release. "As always, public comments about these project sections and their environmental documentation are welcome at any time and will be considered in development of the project section studies."

The next Authority board meeting is set for Sept. 16 at the **Palmdale City Council Chamber** at 9 a.m.

Comments can be submitted by:

BURBANK TO LOS ANGELES PROJECT SECTION

The Burbank to Los Angeles Project Section will travel from the Burbank Airport Station following the existing Metrolink corridor to Los Angeles Union Station in Downtown Los Angeles.



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- **Electronic Mail:**
Place name of Project Section in subject line:
Palmdale to Burbank: palmdale_burbank@hsr.ca.gov
Burbank to Los Angeles: burbank_los.angeles@hsr.ca.gov
- **Phone:**
(800) 630-1039
- **Mail:**
Mark A. McLoughlin, Director of Environmental Services
ATTN: (Specify which Project Section)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

Do you have a news tip? Call us at (661) 298-1220, or drop us a line at community@hometownstation.com.

The California high-speed rail expected to connect major cities across the state including Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County and San Diego.

Related: **California Court Ruling Paves The Way For High-Speed Rail System**

The California High-Speed Rail Authority is responsible for planning, designing, building and operation of the first high-speed rail system in the nation.

The High-Speed Train will feature electric trains capable of operating at speeds of 200 miles per hour or greater, guaranteed maximum travel times between major destinations, and achievable operating headway, the time between successive trains, of five minutes or less.

By 2029, the system is planned to run from San Francisco to the Los Angeles basin in under three hours.

California High-Speed Rail Authority Extends Public Comment Period

Article: [California High-Speed Rail Authority Extends Public Comment Period](#)

Source: Santa Clarita News

Author: Jessica Boyer

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Scoping comment period extended for high-speed rail segment

By Luke Money
Signal Staff Writer
luke@signalscv.com
661-287-5525
September 4, 2014

Officials from the California High-Speed Rail Authority have extended the public scoping comment period for two sections of the high-speed rail project, including one that could run through, around or under the Santa Clarita Valley.

The authority will now accept comments until Friday, Sept. 12, on either the Palmdale-to-Burbank or Burbank-to-Los Angeles sections of the overall high-speed rail project, according to officials.

Rail authorities are examining several options for the route. Some that have been discussed would take the train through the Sand Canyon area of Canyon Country, either underground in a tunnel or above ground.

But some residents have raised issue with those routes, saying the train would cut close to homes, schools and a church in the area.

Another option that is being examined is the idea of running the train directly from Palmdale to Burbank, though that would entail going through or under the San Gabriel Mountains. Both Los Angeles County Supervisor Michael D. Antonovich and the Santa Clarita City Council have expressed support for that option.

Comments on either of the project sections can be sent by mail to Mark A. McLoughlin, Director of Environmental Services, California High-Speed Rail Authority Southern California Regional Office, 700 N. Alameda, Room 3-532, Los Angeles, CA 90012.

Comments can also be made by email, either to palmdale_burbank@hsr.ca.gov or burbank_los.angeles@hsr.ca.gov, depending on what project section you are commenting on. The name of the project section should also be listed in the subject line for the email.

Those wishing to make comments by phone can do so by calling (800) 630-1039.

The next board meeting for the California High-Speed Rail Authority will be Sept. 16 at 9 a.m. in the Palmdale City Council chambers.

9/8/2014

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Burbank Leader

Burbank seeks answers on bullet train's impact

Council sends letter to state rail authority seeking study of local effects.

By Alene Tchekmedyian, alene.tchekmedyian@latimes.com

3:40 PM PDT, September 5, 2014

The Burbank City Council last week asked the California High-Speed Rail Authority to analyze in its environmental impact reports how the construction of a \$68-billion bullet train connecting Los Angeles to San Francisco would impact [traffic, the local airport and surrounding land uses in Burbank](#).

With a high-speed rail station proposed near the Bob Hope Airport in Burbank, city officials believe the authority will spend "a great deal of time" addressing the city's comments, which were directed toward the Palmdale-to-Burbank and Burbank-to-Los Angeles sections of the proposed high-speed rail system.

"I think anything the council does ask them to do, they're going to take very seriously," City Manager Mark Scott said.

In a letter, the council requested the authority study station locations that maximize transit connectivity and support access to the Bob Hope Airport, while minimizing traffic impacts, as well as alternatives that minimize right-of-way requirements, such as an underground station.

City officials also requested that the authority study the effects the rail will have on air passenger activity at the airport to see whether the high-speed rail's potential 24-hour service could pressure airlines to disregard their voluntary curfew, which runs from 10 p.m. to 7 a.m., to remain competitive with the rail.

A reduction in airport passengers, officials wrote, could have a negative impact on the city's tax revenues.

The city also expressed concern about impacts on local businesses and roadways given the authority has proposed expanding the number of tracks from four to six for 6,000 feet north and south of the station platform, officials said.

Since the project has the potential to significantly increase traffic, especially on major arterials such as Hollywood Way and Buena Vista Street that connect to the freeways, city officials requested a comprehensive traffic study "that quantifies the effects the proposed station would have on adjoining street intersections," according to the letter.

The report should also include a study of projected parking needs and analyze ways to possibly combine high-speed rail parking with existing airport parking, the letter stated.

City officials also raised concerns about the project's timeline because there may be a need to construct temporary facilities — such as a maintenance area or more tracks to turn the trains around — since for at least seven years, possibly more, the Burbank station will mark the end of the line.

Officials also asked the authority to study how the high-speed rail could affect built-out neighborhoods around the proposed alignment, which are already divided by existing rail lines and the Golden State (5) Freeway.

"Introducing a high-speed rail corridor could further divide existing commercial and industrial neighborhoods as well as isolate the existing single- and multifamily neighborhood located within the Golden State/airport area," the letter stated.

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California's high-speed rail can and should be built

 18 Comments

Posted: September 7, 2014 2:00 a.m.
Updated: September 7, 2014 2:00 a.m.

Nanette A. Meister
 Newhall

In the next 30 years California will add 12 million new residents. We will all need to continue traveling within our state.

To add necessary roads, airport runways and airport gates will cost more than \$150 billion. By comparison, the \$68 billion budget for the high-speed rail is a sensible long-term plan.

By incorporating the alternative route proposed by Los Angeles County Supervisor Michael D. Antonovich for the Palmdale-to-Burbank section of this project, there will be minimal to no negative impact on the Santa Clarita Valley.

The High Speed Rail Authority has tapped the expertise and experience of the engineers who helped design and build the Channel Tunnel, or "Chunnel," that runs under the English Channel between London and Paris.

Also tapped for planning were the high-speed engineers from Japan, and I believe with their experience and our skilled engineers and labor we can do this for California.

Environmentally, this statewide mass transit project will connect growing population centers while cutting greenhouse gas emissions from internal combustion engines that warm the planet and trigger extreme weather events.

In this respect, California will benefit from a modern rail system similar to those in other industrial nations.

There are always those who say we can't afford this, we can't do this. I say we can't afford not to do this, and the time is right and the time is now.

"I believe in our state and I believe in our future.

The Signal friends to follow

The Odyssey of California's 'HSR'

The first project of high-speed rail line in the United States advances amid protest

XIMÉNEZ DE SANDOVAL PAUL | Acton | 7 SEP 2014 - 00:00 CEST

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Union Railway Station in Los Angeles. / GARY CONNER (GETTY)

The high-speed rail in California is the largest civil infrastructure project that's underway in the United States. The estimated final cost is 68 billion. According to plans, it will connect San Francisco and Los Angeles, two of the largest cities in the country, in 2 hours and 40 minutes (600 km). Today it takes six to eight hours by car. And an hour by plane. San Francisco and Los Angeles will not be connected, as planned, until 2029. A date has not been set to bring the network to Sacramento,

to the northeast, or San Diego, in the south. The current governor, Democrat Jerry Brown, has made it his policy objective to overcome widespread skepticism, doubts about financing, and lawsuits.

In California people don't ask when the HSR is going to arrive, but how much it costs and how it will be financed. Especially in places like Acton and Agua Dulce. On August 11, HSR staff members experienced tense moments at a meeting with residents of this rural area, northeast of Los Angeles, where it is assumed that one day the train will pass at more than 320 kilometers per hour. In the town library, one presenter parsimoniously explained slides with maps and figures

when a lady stood up: "Hey, it is assumed that this was a meeting to hear the community. When do we get to talk? This seems like kindergarden? Why not listen to us? ". The voices of outrage flooded the room. "Where do you live?" "Who's pays?" "We do". HSR's presenter strove to speak without raising her voice over theirs, and noted that their views could be written on the blue comment cards available at the entrance.

At the end of the presentation, groups of community members ignored complimentary cookies and rushed in huddles over a dozen technicians for their grievances. Sal and Gale Tarantino, a couple of 54 and 50 years, explained that they moved to Acton 22 years ago for one reason, to have horses. They have two, and the greatest pleasure in life is to ride for four hours during weekend mornings in the silent landscape of hills reminiscent of old western movies. They say that a train going 250 miles per hour through the ranches makes it impossible to have animals. "This is a rural community. The train will devalue homes" claimed Gale. Her husband, Sal, is the community's pharmacist, he said that this is "a quiet community where even the front doors are left unlocked." He knows the entire town and believes that "everyone is going to sell," while they can to recover some of the investment they made in their ranches, before the train ruins all value. Town members estimate that the depreciation of their land will exceed 40%.

Acton's meeting was the fourth of seven planned this summer to listen to the communities of the

future section between Palmdale and Burbank, the entrance to Los Angeles through the North. It is just the beginning. HSR has one year to collect comments from residents of all affected sections, submit a report to the board and then decide a path and begin the expropriation process. What may seem like a strenuous bureaucracy is actually an exercise of hyperdemocracy where every protest, every argument, every stakeholder's opinion should be taken into account before starting the next cross the path.

For Acton-Agua Dulce, experts do not rule out the Authority changing the path. It is the community's right to receive first-hand information from the Authority and comment. "It depends on how strong the communities protest," admitted a technician. "These meetings are essential to obtaining opinions of the communities that will host the project." In fact, two weeks after that tense meeting, voices began to emerge within Los Angeles County authorities in support of the route through the nearby forest. That idea, of course, has generated new criticism.

Three Spaniard companies tried to go after the contract for building of the first section (46 kilometers) from the town of Madera, but failed to win the contract. Currently, firms are bidding for the second segment in the central valley. It's for a few hundred kilometers and the contract will be worth between 1.5 to 2 billion. Five different groups were invited to participate in the bidding process, including the Dragados, Ferrovial, OHL, all based in Spain. Only the consortium of Dragados USA (led by Flatiron West Shimmick Construction) advanced in the competition. The decision is expected in November.

There's skepticism by some that the California high-speed train is reflected in politics. Last Thursday night, in the only debate scheduled between the two candidates for the November 4th governor election, the Republican candidate, Neel Kashkari, while looking straight at the camera promised that the high-speed train "will not be built" if he's governor. However, the current governor, Jerry Brown, has a 16% lead in the polls. But Kashkari is fishing votes among the many who believe that there are other priorities in the State, especially now that they have seen their lack of infrastructure against drought.

A week later, those technicians conducted the final community meeting, but this time in a very different environment. It was in the oldest restaurant in Union Station, a jewel of the thirties now unused, but which served as a venue for an era of grandeur and luxury public transport in this city, which remained until the explosion freeways in the fifties. Curious stakeholders asked with interest and were delighted with the project. This sharp contrast with Acton marked another dividing line regarding the project: cities against field; or otherwise, communities with stations against communities along the alignment.

"Contrary to what is being said, things are advancing," said the Lisa Marie Alley, head of public affairs for HSR, noting that HSR has already started construction, so stopping the project makes little sense. The director of environmental services HSR, Mark A. Loughlin, explained that funds are guaranteed through the state's cap and trade program, which penalizes companies when they exceed pollution limits. In the last state budget, 25% of that money was approved for HSR. However, some stakeholders still argue that there are only 8.6 billion guaranteed for now from the state budget. At the meeting in Los Angeles, there was an elderly man named Walter Moran who explained that California has a deep rooted car culture. "What are you going to do? Drive to the station, park, take the train and then take another car on the other side?".

Business Groups All Aboard on Mountain Tunnel

By **MARK MADLER** Monday, September 8, 2014

Business groups in the greater San Fernando Valley are expressing support of a proposed high-speed rail route between Palmdale and Burbank that would tunnel through the San Gabriel Mountains.

This alternate route, suggested by L.A. County Supervisor Michael Antonovich, is now under consideration by the California High Speed Rail Authority as it takes public comments on competing plans.

Leaders of the Valley Industry & Commerce Association, the Valley Economic Alliance, the Antelope Valley Board of Trade and the Greater Antelope Valley Economic Alliance are supportive of this new option.

“Going through the mountains is a smart alternative and I commend (Antonovich) for coming up with something creative like that,” said Stuart Waldman, president of VICA.

The authority’s original proposal was for a 45-mile section between Palmdale and Burbank roughly following the 14 freeway to where it meets the 5 freeway in Santa Clarita. From there it would pick up existing tracks parallel to San Fernando Road south to Burbank. Parts of that route would require about 20 miles of tunnel in sections through the mountains, near the interchange of the 14 and 5 freeways, the Sand Canyon area, and between the unincorporated communities of Agua Dulce and Acton.

The new Antonovich option would instead have the trains leave Palmdale east of the 14 freeway, traveling in a 15- to 20-mile tunnel burrowed deep under the San Gabriel Mountains and the Angeles National Forest, and exit near neighborhoods in the east San Fernando Valley, perhaps Pacoima, Lake View Terrace or Sun Valley. An exact alignment on where it would enter and exit the mountains has yet to be developed.

Antonovich proposed the tunnel as a way to decrease travel times and mute opposition that may arise in the unincorporated neighborhoods where the original alignment would pass.

But tunneling under mountains is expensive, requiring the use of a large tunnel boring machine that costs millions just to bring to a work site. By way of rough comparison, the proposed extension of the 710 freeway north to Pasadena calls for a nearly 5-mile long tunnel at a cost of \$6 billion. The tunnels proposed by Antonovich would be three to four times that length.

Higher costs could mean complications when it comes to funding given how hard Gov. Jerry Brown had to work to get lawmakers to back his plan to use cap-and-trade dollars to fund the rail network. The cap-and-trade program involves business paying for the amount of greenhouse gas emissions they emit. A budget deal in June finally allocated that money, two years after Brown first proposed it.

However, Michelle Boehm, Southern California regional director for the rail authority, said more details are needed before getting an idea of the cost of tunneling for the new high-speed route. But she said Antonovich’s more direct route may work in its favor.

“We are cautiously optimistic that the cost would be comparable,” she added.

Overall funding for high-speed rail comes from several sources: \$3.3 billion in federal stimulus dollars; \$9 billion from a bond sale approved by voters in 2008; and a 25 percent allocation to come from the state’s cap-

and-trade revenues. Private sector investment would also contribute although the amount is unknown, Boehm said.

Business support

Business groups are supportive of the proposal for the same reasons as Antonovich: it cuts down on the mileage, allows trains to maintain a fast speed and minimizes any opposition to the project from residents.

“In other parts of the world it is not unheard of to tunnel,” said Kim Maevers, president of the Greater Antelope Valley Economic Alliance.

Waldman at VICA said the ultimate goal for his organization and its members is to make sure high-speed rail happens. And if tunneling will advance the project, there is support, he said.

In contrast to VICA, the Santa Clarita Economic Development Corp. is one business group along the route not taking a stance on the project.

Chief Executive Holly Schroeder said that without any stations planned in the city in any of the current routes, the matter hasn’t come up for discussion by the group’s board. Plus, she added, so much of the impacts are speculative.

“It has not been (an issue) that we have seen as core to our mission, and there are other issues that are more pressing,” Schroeder said.

Meanwhile, political support from cities along the route is falling into place.

Palmdale Mayor Jim Ledford echoed the business groups in why he supports the alternative through the mountains in terms of faster trains speeds and reducing opposition.

“The tunnel addresses a lot of this,” he said.

The City of San Fernando opposes high-speed trains coming through its neighborhoods at grade as currently proposed by the authority.

“Sound walls of up to 30 feet would shield the trains when coming through and you can just imagine what these high walls running through the city are like,” said Councilman Antonio Lopez.

Paul Dyson, a Burbank resident who is president of RailPAC, a statewide non-profit educating the public on the benefits and economics of passenger rail systems, said the tunnel under the national forest is worth considering and could work out as the best solution as it reduces the length of the route and will save on operating costs over the long term.

“It is done elsewhere; there are (train) tunnels in Europe and Japan,” Dyson said. “But it is pushing the limits of technology by having a tunnel that long.”

Circuitous politics

Wrangling over alternative routes is the latest challenge for the ambitious \$68 billion plan to connect Los Angeles and San Francisco by 2029 with trains traveling at 200 miles per hour.

The project got its start in the 1990s, when serious talks began on a state high-speed rail network. The Legislature formed the California High Speed Rail Authority in 1996. Voters approved Proposition 1A in 2008 to authorize \$10 billion in bonds to fund high-speed rail.

The first phase of the project would connect Burbank to Fresno and work is already underway in the Central Valley. The authority is seeking to finish the phase by 2022 at a cost of \$27.8 billion and projects 10.4 million riders within three years of opening.

Antonovich's proposal has not been without its critics. Property owners groups in the east Valley such as the Foothill Trails District Neighborhood Council and Shadow Hills Property Owners Association are expressing their dissatisfaction. The southern end of the tunnel would emerge nearby and could harm quality of life and home values, they said.

The California High Speed Rail Authority has hosted seven scoping meetings on the project that drew a combined 1,000 people. Their comments, as well as those sent to the authority by email, will be evaluated and compiled into a scoping report to be released this fall, said Boehm from the rail authority.

The report will help narrow down which alignments should undergo environmental review and guide future thinking by the public on the project, she added.

The authority is scheduled to meet in Palmdale on Sept. 16, a meeting that is sure to draw the interest of business groups from the region.

"We are just waiting and listening," said Vicki Medina, executive director of the Antelope Valley Board of Trade, who has hosted a lunch meeting for its members to hear from Boehm.

RAIL

CA: Burbank Seeks Answers on Bullet Train's Impact

ALENE TCHEKMEDYIAN ON SEP 8, 2014

SOURCE: BURBANK LEADER

Sept. 05--The Burbank City Council last week asked the California High-Speed Rail Authority to analyze in its environmental impact reports how the construction of a \$68-billion bullet train connecting Los Angeles to San Francisco would impact traffic, the local airport and surrounding land uses in Burbank.

With a high-speed rail station proposed near the Bob Hope Airport in Burbank, city officials believe the authority will spend "a great deal of time" addressing the city's comments, which were directed toward the Palmdale-to-Burbank and Burbank-to-Los Angeles sections of the proposed high-speed rail system.

"I think anything the council does ask them to do, they're going to take very seriously," City Manager Mark Scott said.

In a letter, the council requested the authority study station locations that maximize transit connectivity and support access to the Bob Hope Airport, while minimizing traffic impacts, as well as alternatives that minimize right-of-way requirements, such as an underground station.

City officials also requested that the authority study the effects the rail will have on air passenger activity at the airport to see whether the high-speed rail's potential 24-hour service could pressure airlines to disregard their voluntary curfew, which runs from 10 p.m. to 7 a.m., to remain competitive with the rail.

A reduction in airport passengers, officials wrote, could have a negative impact on the city's tax revenues.

The city also expressed concern about impacts on local businesses and roadways given the authority has proposed expanding the number of tracks from four to six for 6,000 feet north and south of the station platform, officials said.

Since the project has the potential to significantly increase traffic, especially on major arterials such as Hollywood Way and Buena Vista Street that connect to the freeways, city officials requested a comprehensive traffic study "that quantifies the effects the proposed station would have on adjoining street intersections," according to the letter.

The report should also include a study of projected parking needs and analyze ways to possibly combine high-speed rail parking with existing airport parking, the letter stated.

City officials also raised concerns about the project's timeline because there may be a need to construct temporary facilities -- such as a maintenance area or more tracks to turn the trains around -- since for at least seven years, possibly more, the Burbank station will mark the end of the line.

Officials also asked the authority to study how the high-speed rail could affect built-out neighborhoods around the proposed alignment, which are already divided by existing rail lines and the Golden State (5) Freeway.

"Introducing a high-speed rail corridor could further divide existing commercial and industrial

neighborhoods as well as isolate the existing single- and multifamily neighborhood located within the Golden State/airport area," the letter stated.

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Friday

 High: 101°F
Low: 68°F

Saturday

 High: 101°F
Low: 69°F

Sunday

 High: 104°F
Low: 69°F


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City Officials Discuss Upcoming High Speed Rail Authority Meeting

 Thu, 09/11/2014 - 2:08pm | [Newsroom](#)

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City of Santa Clarita officials hosted a meeting for the SCV Transportation Coalition Thursday morning to discuss issues including the upcoming California High Speed Rail Authority board meeting slated for Sept. 16, 2014 at 9:00 a.m. at Palmdale City Hall.

Don't miss a thing. Get breaking [Santa Clarita news alerts](#) delivered right to your inbox.

The group agreed to advocate for inclusion of the Palmdale to Burbank direct alignment in the EIS/EIR that is being completed for the proposed High Speed Rail Project. This alignment would avoid Santa Clarita, Acton and Agua Dulce.

"I asked that the Coalition be brought together because it is vital that our community speak with one voice on this very important issue that will impact our community for years to come," said Mayor Pro Tem Marsha McLean. "The Coalition, which is comprised of businesses, educators, legislators and residents, is united in their request for the study of the direct alignment from Burbank to Palmdale."

The group also discussed the process for developing SCV transportation priorities for future local transportation measures, as well as the need to enhance Metrolink services along the Antelope Valley line.

Related: California High-Speed Rail Authority Extends Public Comment Period

Attending the meeting today was: Assemblymember Scott Wilk; representatives from Senator Knight, Senator Pavley, U.S. Senator Dianne Feinstein, Congressman Buck McKeon and Supervisor Antonovich.

Other attendees included Joan Lucid, Superintendent of the Saugus Union School District; Rob Challinor, Superintendent of the William S. Hart School District; Lynn David from the Sulphur Springs School District; Jim Backer, Chairman of the Board of the SCV Chamber, Terri Crain, SCV Chamber Executive Director, and Holly Schroeder, President and CEO of the SCV Economic Development Corporation.

BURBANK TO LOS ANGELES PROJECT SECTION
The Burbank to Los Angeles Project Section will travel from the Burbank Airport Station following the existing Metrolink corridor to Los Angeles Union Station in Downtown Los Angeles.



Do you have a news tip? Call us at (661) 298-1220, or drop us a line at community@hometownstation.com.

The California high-speed rail expected to connect major cities across the state including Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County and San Diego.

The California High-Speed Rail Authority is responsible for planning, designing, building and operation of the first high-speed rail system in the nation.

The High-Speed Train will feature electric trains capable of operating at speeds of 200 miles per hour or greater, guaranteed maximum travel times between major destinations, and achievable operating headway, the time between successive trains, of five minutes or less.

By 2029, the system is planned to run from San Francisco to the Los Angeles basin in under three hours.



[Evacuation On Aguadero Place
Things To Do In Santa Clarita –
September 10, 2014](#)



City Officials Discuss Upcoming High Speed Rail Authority Meeting

Article: [City Officials Discuss Upcoming High Speed Rail Authority Meeting](#)
Source: Santa Clarita News
Author: Newsroom



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Tags:

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Appendix C.4

Scoping Meeting Mail Notices

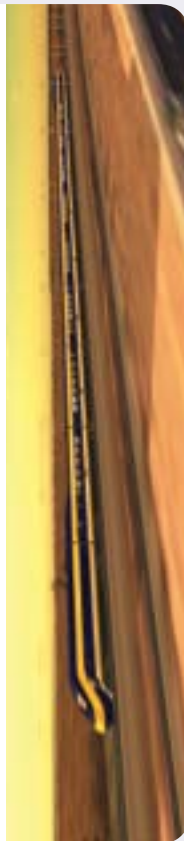
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PUBLIC SCOPING MEETING NOTICE

Palmdale to Burbank Project Section

Burbank to Los Angeles Project Section

The California High-Speed Rail Authority is responsible for planning, designing, building and operation of the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a state-wide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.



CALIFORNIA High-Speed Rail Authority

PUBLIC SCOPING MEETING NOTICE

Palmdale to Burbank Project Section

Burbank to Los Angeles Project Section

Public scoping meetings are being held to provide the public an opportunity to learn about the project, ask questions and submit feedback.

All meetings will be held from 5:30 p.m. to 7:30 p.m.

SANTA CLARITA

Tuesday, August 5, 2014

William S. Hart Regional Park
24151 Newhall Avenue
Newhall, CA 91321

ACTON/AGUA DULCE

Monday, August 11, 2014

Acton-Agua Dulce Library
33792 Crown Valley Road
Acton, CA 93510

BURBANK

Wednesday, August 6, 2014

Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505

SYLMAR

Tuesday August 12, 2014

Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342

PALMDALE

Thursday, August 7, 2014

Chimbole Cultural Center
38350 Sierra Highway
Palmdale CA, 93550

LAKE VIEW TERRACE

Thursday, August 14, 2014

Lake View Terrace Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342

DOWNTOWN LOS ANGELES

Tuesday, August 19, 2014

Los Angeles Union Station, Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012
Parking for a fee; public transit available.

LANGUAGE AND OTHER NEEDS

Interpretación en Español será disponible en todas las reuniones.

Հայերենի բանավարժ թարգմանությունը կտրամադրվի հրապարակի հանդիպման ժամանակ
바행크, 산타클라라 및 로스앤젤레스 다운타운 미팅에서는 한국어 통역 서비스를 이용할 수 있습니다.

洛杉矶市中心会议将提供中文口译服务。

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Magkakaron ng serbisyo ng pag-iinterpret sa mga pagtitipong gaganapin sa Burbank at Downtown Los Angeles.

Thông ngôn Tiếng Việt sẽ có sẵn tại buổi họp ở Downtown Los Angeles.

Other language requests must be submitted 72 hours in advance.

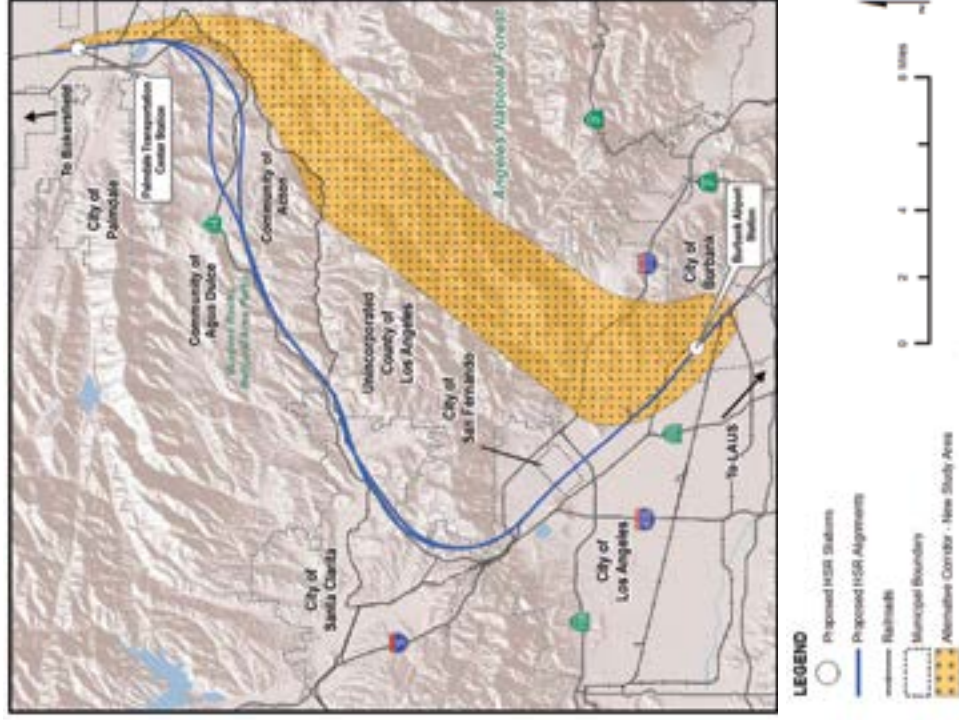
Meeting facilities are accessible for persons with disabilities. All requests for reasonable accommodations must be made three working days (72 hours) in advance of the scheduled meeting date.

Please call (800) 630-1039 or the California Relay Service at 711.

GET INVOLVED

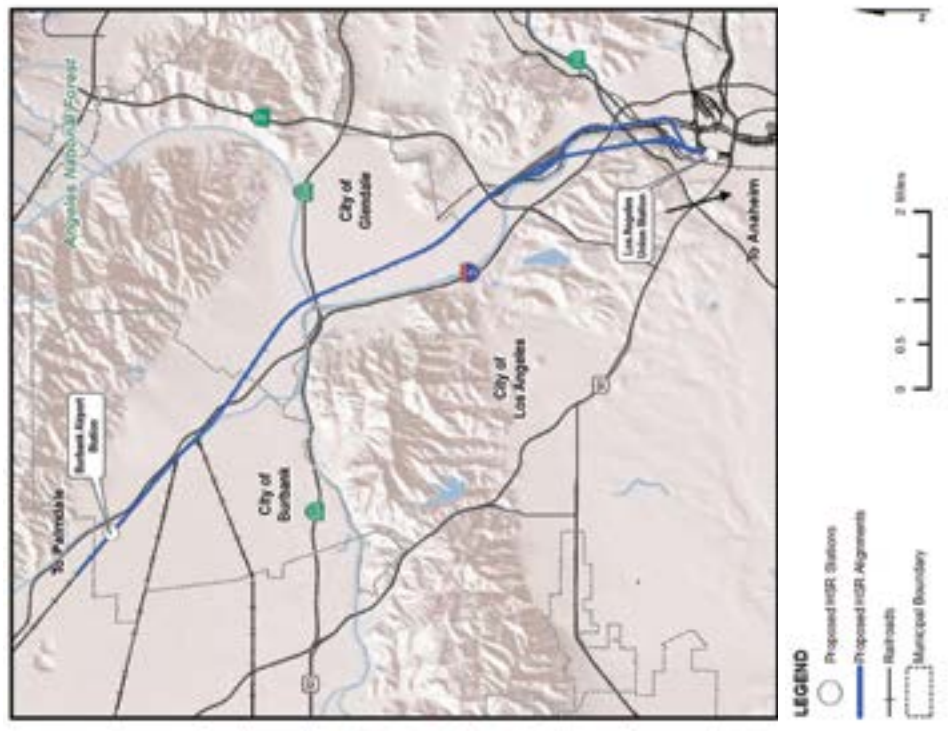
PALMDALE TO BURBANK PROJECT SECTION

The Palmdale to Burbank Project Section will travel from the Palmdale Transportation Center southward to the Burbank Airport Station.



BURBANK TO LOS ANGELES PROJECT SECTION

The Burbank to Los Angeles Project Section will travel from the Burbank Airport Station following the existing railroad corridor to Los Angeles Union Station in Downtown Los Angeles.



ENVIRONMENTAL PROCESS & SCOPING MEETINGS

The Authority and the Federal Railroad Administration (FRA) have issued a Notice of Preparation (NOP) and Notice of Intent (NOI) for the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for each project section.

For important additional information contained in the NOP and NOI, please visit:

Palmdale to Burbank: hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/palmdale_burbank.html
Burbank to Los Angeles: hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/burbank_losangeles.html

As part of the environmental process, the Authority is holding public scoping meetings to receive comments. All comments will be considered in the preparation of the environmental documents and become part of the record.

SUBMIT COMMENTS

Public scoping comments will be accepted until August 31, 2014. Submit comments via:

Mail: **Mark A. McLoughlin**, Director of Environmental Services

ATTN: (Specify which Project Section)

California High-Speed Rail Authority

Southern California Regional Office

700 N Alameda, Room 3-532

Los Angeles, CA 90012

Electronic:

Place name of Project Section in subject line:

Palmdale to Burbank: palmdale_burbank@hsr.ca.gov

Burbank to Los Angeles: burbank_los.angeles@hsr.ca.gov

Phone:

(800) 630-1039



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NOTIFICACIÓN DE REUNIONES DE ALCANCE PÚBLICO

Sección del Proyecto de Palmdale a Burbank

Sección del Proyecto de Burbank a Los Ángeles

Las reuniones de alcance público se llevarán a cabo para ofrecer al público la oportunidad de conocer el proyecto, hacer preguntas y presentar sus comentarios.

Todas las reuniones se llevarán a cabo de 5:30 p.m. a 7:30 p.m.

SANTA CLARITA

Martes, 5 de agosto de 2014

William S. Hart Regional Park
24151 Newhall Avenue
Newhall, CA 91321

ACTON/AGUA DULCE

Lunes, 11 de agosto de 2014

Acton-Agua Dulce Library
33792 Crown Valley Road
Acton, CA 93510

BURBANK

Miércoles, 6 de agosto de 2014

Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505

SYLMAR

Martes, 12 de agosto de 2014

Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342

PALMDALE

Jueves, 7 de agosto de 2014

Chimbole Cultural Center
38350 Sierra Highway
Palmdale, CA, 93550

LAKE VIEW TERRACE

Jueves, 14 de agosto de 2014

Lake View Terrace Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342

CENTRO DE LOS ANGELES

Martes, 19 de agosto de 2014

Los Angeles Union Station, Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012

Cuota por estacionamiento; transporte público disponible.

IDIOMAS Y OTRAS NECESIDADES

Interpretación en Español será disponible en todas las reuniones.

Հայերենի բանավոր թարգմանություն կտրամադրվի Բրքանկի հանդիպման ժամանակ
버뱅크, 산타클라라 및 로스앤젤레스 다운타운 미팅에서는 한국어 통역 서비스를 이용할 수 있습니다.

洛杉矶市中心会议将提供中文口译服务。

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Magkakaroon ng serbisyo ng pag-iinterpret sa mga pagtitipong gaganapin sa Burbank at Downtown Los Angeles.

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Otras solicitudes de idiomas deben presentarse con 72 horas de anticipación.

Las instalaciones para las reuniones son accesibles para las personas con discapacidades. Todas las solicitudes de ajustes razonables se deben realizar tres días hábiles (72 horas) antes de la fecha de la reunión programada.

Por favor, llame al (213) 802-1113 o al Servicio de Retransmisión de California al 711.

PARTICIPE



NOTIFICACIÓN DE REUNIONES DE ALCANCE PÚBLICO

Sección del Proyecto de Palmdale a Burbank Sección del Proyecto de Burbank a Los Ángeles

La Autoridad del Tren de Alta Velocidad de California es responsable de la planificación, diseño, construcción y operación del primer sistema de ferrocarril de alta velocidad en la nación. El Tren de Alta Velocidad de California conectará las mega-regiones del estado, contribuirá al desarrollo económico y un medio ambiente más limpio, creará empleos y preservará las tierras agrícolas y protegidas. Para 2029, el sistema brindará servicio desde San Francisco hasta la cuenca de Los Ángeles en menos de tres horas, con velocidades de hasta más de 200 millas por hora. Con el tiempo, el sistema se extenderá a Sacramento y San Diego, con un total de 800 millas y con hasta 24 estaciones. Además, la Autoridad está trabajando en conjunto con socios regionales para poner en práctica un plan de modernización ferroviaria en todo el estado que invertirá miles de millones de dólares en líneas de trenes locales y regionales para satisfacer las necesidades de transporte del estado en el Siglo 21.

PROCESO AMBIENTAL Y REUNIONES DE ALCANCE

De conformidad con la Ley de Calidad Ambiental de California (CEQA por sus siglas en inglés) y la Ley Nacional de Política Ambiental (NEPA por sus siglas en inglés), la Autoridad y la Administración Federal de Ferrocarriles (FRA por sus siglas en inglés) han emitido una Notificación de Intención (NOI por sus siglas en inglés) y una Notificación de Preparación (NOP por sus siglas en inglés) para la preparación del Informe de Impacto Ambiental/Declaración de Impacto Ambiental (EIR/EIS por sus siglas en inglés).

Para obtener la información detallada contenida en el NOI y NOP, por favor visite:

Palmdale a Burbank:

hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/palmdale_burbank.html

Burbank a Los Angeles:

hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/burbank_losangeles.html

Como parte del proceso ambiental, la Autoridad llevará a cabo reuniones públicas de alcance para recibir comentarios. Todos los comentarios serán considerados en la elaboración del informe ambiental y formarán parte del registro.

ENVÍE SUS COMENTARIOS

Los comentarios de alcance del público serán aceptados hasta el 31 de agosto de 2014. Envío de comentarios:

Correo:

Mark A. McLoughlin,
Director de Servicios Ambientales
Atención: (Especifique la sección del proyecto)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

Correo electrónico:

Indique el nombre de la sección del proyecto en la línea de asunto:

Palmdale a Burbank:

palmdale_burbank@hsr.ca.gov

Burbank a Los Angeles:

burbank_los.angeles@hsr.ca.gov

Numero de Teléfono:

(800) 630-1039



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youtube.com/user/
CAHighSpeedRail

Appendix C.5

Electronic Notices

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From: California High-Speed Rail Authority [<mailto:southern.california@hsr.ca.gov>]

Sent: Monday, July 28, 2014 9:41 AM

To: HSR .Distribution 9 All Staff at 770 L

Subject: High-Speed Rail Public Scoping Meeting Notice: Palmdale to Burbank Project Section, Burbank to Los Angeles Project Section

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CALIFORNIA High-Speed Rail Authority



SOUTHERN CALIFORNIA



CALIFORNIA High-Speed Rail Authority

PUBLIC SCOPING MEETING NOTICE

Palmdale to Burbank Project Section

Burbank to Los Angeles Project Section

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Public scoping meetings are being held to provide the public an opportunity to learn about the project, ask questions and submit feedback.

ALL MEETINGS WILL BE HELD FROM 5:30 P.M. TO 7:30 P.M.

SANTA CLARITA

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Newhall, CA 91321

PALMDALE

Thursday, August 7, 2014
Chimbole Cultural Center
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Palmdale CA, 93550

SYLMAR

Tuesday August 12, 2014
Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342

BURBANK

Wednesday, August 6, 2014
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Burbank, CA 91505

ACTON/AGUA DULCE

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Acton-Agua Dulce Library
33792 Crown Valley Road
Acton, CA 93510

LAKE VIEW TERRACE

Thursday, August 14, 2014
Lake View Terrace Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342

DOWNTOWN LOS ANGELES

Tuesday, August 19, 2014
Los Angeles Union Station, Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012
Parking for a fee; public transit available.

LANGUAGE AND OTHER NEEDS

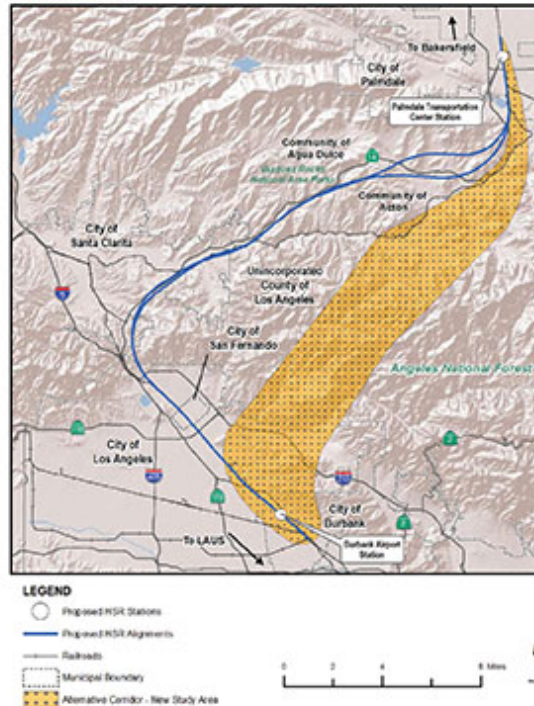
Interpretación en Español será disponible en todas las reuniones.
Հայերենի բանավոր թարգմանություն կտրամադրվի Բյուենոս Բիստայի հանդիպման ժամանակ
샌타클라리타 회의 시 한국어 통역이 제공될 예정입니다.
洛杉矶市中心会议将提供中文口译服务。
มีการแปลเป็นภาษาไทยในการประชุมของเรามีและเลคคิวเตอร์
Magkakaroon ng serbisyo ng pag-iinterpret sa mga pagtitipong gaganapin sa Burbank at Downtown Los Angeles.
Thông ngôn Tiếng Việt sẽ có sẵn tại buổi họp ở Downtown Los Angeles.

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Please call (800) 630-1039 or the California Relay Service at 711.

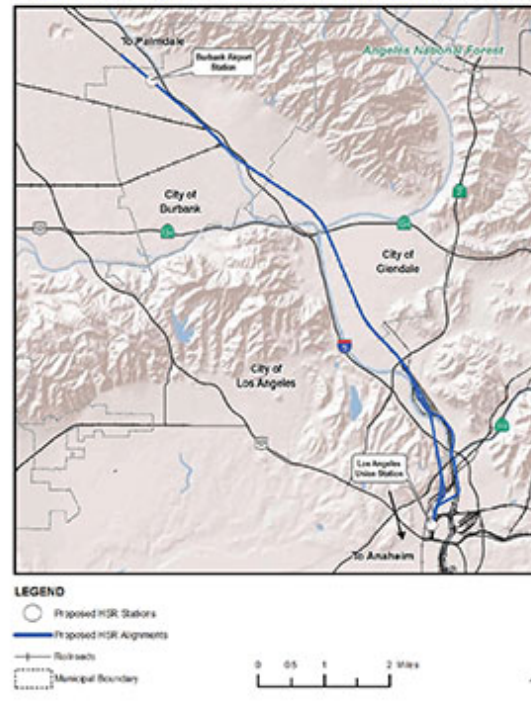


PALMDALE TO BURBANK PROJECT SECTION

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**BURBANK TO LOS ANGELES PROJECT SECTION**

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**ENVIRONMENTAL PROCESS & SCOPING MEETINGS**

The Authority and the Federal Railroad Administration (FRA) have issued a Notice of Preparation (NOP) and Notice of Intent (NOI) for the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for each project section.

For important additional information contained in the NOP and NOI, please visit:

Palmdale to Burbank: hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/palmdale_burbank.html

Burbank to Los Angeles: hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/burbank_losangeles.html

As part of the environmental process, the Authority is holding public scoping meetings to receive comments.

All comments will be considered in the preparation of the environmental documents and become part of the record.

SUBMIT COMMENTS

Public scoping comments will be accepted until August 31, 2014. Submit comments via:

Mail: Mark A. McLoughlin, Director of Environmental Services
ATTN: (Specify which Project Section)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

Electronic:
Place name of Project Section in subject line:
Palmdale to Burbank: palmdale_burbank@hsr.ca.gov
Burbank to Los Angeles: burbank_losangeles@hsr.ca.gov

Phone:
(800) 630-1039



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CALIFORNIA High-Speed Rail Authority

NOTIFICACIÓN DE REUNIONES DE ALCANCE PÚBLICO

Sección del Proyecto de Palmdale a Burbank

Sección del Proyecto de Burbank a Los Ángeles

Las reuniones de alcance público se llevarán a cabo para ofrecer al público la oportunidad de conocer el proyecto, hacer preguntas y presentar sus comentarios.

Todas las reuniones se llevarán a cabo de 5:30 p.m. a 7:30 p.m.

SANTA CLARITA

Martes, 5 de agosto de 2014

William S. Hart Regional Park
24151 Newhall Avenue
Newhall, CA 91321

ACTON/AGUA DULCE

Lunes, 11 de agosto de 2014

Acton-Agua Dulce Library
33792 Crown Valley Road
Acton, CA 93510

BURBANK

Miércoles, 6 de agosto de 2014

Buena Vista Branch Library
300 N. Buena Vista Street
Burbank, CA 91505

SYLMAR

Martes, 12 de agosto de 2014

Sylmar Public Library
14561 Polk Street
Sylmar, CA 91342

PALMDALE

Jueves, 7 de agosto de 2014

Chimbole Cultural Center
38350 Sierra Highway
Palmdale, CA, 93550

LAKE VIEW TERRACE

Jueves, 14 de agosto de 2014

Lake View Terrace Recreation Center
11075 Foothill Boulevard
Lake View Terrace, CA 91342

CENTRO DE LOS ANGELES

Martes, 19 de agosto de 2014

Los Angeles Union Station, Fred Harvey Room
800 N. Alameda Street
Los Angeles, CA 90012

Cuota por estacionamiento; transporte público disponible.

IDIOMAS Y OTRAS NECESIDADES

Interpretación en Español será disponible en todas las reuniones.

Հայերենի բանավոր թարգմանություն կտրամադրվի Բրանկի հանդիպման ժամանակ
버뱅크, 산타클라라 및 로스앤젤레스 다운타운 미팅에서는 한국어 통역 서비스를 이용할 수 있습니다.

洛杉矶市中心会议将提供中文口译服务。

มีการแปลเป็นภาษาไทยในการประชุมของซิลมาร์และเลควิวเทอเรซ

Magkakaron ng serbisyo ng pag-iinterpret sa mga pagtitipong gaganapin sa Burbank at Downtown Los Angeles.

Thông ngôn Tiếng Việt sẽ có sẵn tại buổi họp ở Downtown Los Angeles.

Otras solicitudes de idiomas deben presentarse con 72 horas de anticipación.

Las instalaciones para las reuniones son accesibles para las personas con discapacidades. Todas las solicitudes de ajustes razonables se deben realizar tres días hábiles (72 horas) antes de la fecha de la reunión programada.

Por favor, llame al (213) 802-1113 o al Servicio de Retransmisión de California al 711.

PARTICIPE



CALIFORNIA High-Speed Rail Authority

NOTIFICACIÓN DE REUNIONES DE ALCANCE PÚBLICO

Sección del Proyecto de Palmdale a Burbank Sección del Proyecto de Burbank a Los Ángeles

La Autoridad del Tren de Alta Velocidad de California es responsable de la planificación, diseño, construcción y operación del primer sistema de ferrocarril de alta velocidad en la nación. El Tren de Alta Velocidad de California conectará las mega-regiones del estado, contribuirá al desarrollo económico y un medio ambiente más limpio, creará empleos y preservará las tierras agrícolas y protegidas. Para 2029, el sistema brindará servicio desde San Francisco hasta la cuenca de Los Ángeles en menos de tres horas, con velocidades de hasta más de 200 millas por hora. Con el tiempo, el sistema se extenderá a Sacramento y San Diego, con un total de 800 millas y con hasta 24 estaciones. Además, la Autoridad está trabajando en conjunto con socios regionales para poner en práctica un plan de modernización ferroviaria en todo el estado que invertirá miles de millones de dólares en líneas de trenes locales y regionales para satisfacer las necesidades de transporte del estado en el Siglo 21.

PROCESO AMBIENTAL Y REUNIONES DE ALCANCE

De conformidad con la Ley de Calidad Ambiental de California (CEQA por sus siglas en inglés) y la Ley Nacional de Política Ambiental (NEPA por sus siglas en inglés), la Autoridad y la Administración Federal de Ferrocarriles (FRA por sus siglas en inglés) han emitido una Notificación de Intención (NOI por sus siglas en inglés) y una Notificación de Preparación (NOP por sus siglas en inglés) para la preparación del Informe de Impacto Ambiental/Declaración de Impacto Ambiental (EIR/EIS por sus siglas en inglés).

Para obtener la información detallada contenida en el NOI y NOP, por favor visite:

Palmdale a Burbank:

hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/palmdale_burbank.html

Burbank a Los Angeles:

hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/burbank_losangeles.html

Como parte del proceso ambiental, la Autoridad llevará a cabo reuniones públicas de alcance para recibir comentarios. Todos los comentarios serán considerados en la elaboración del informe ambiental y formarán parte del registro.

ENVÍE SUS COMENTARIOS

Los comentarios de alcance del público serán aceptados hasta el 31 de agosto de 2014. Envío de comentarios:

Correo:

Mark A. McLoughlin,
Director de Servicios Ambientales
Atención: (Especifique la sección del proyecto)
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

Correo electrónico:

Indique el nombre de la sección del proyecto en la línea de asunto:

Palmdale a Burbank:

palmdale_burbank@hsr.ca.gov

Burbank a Los Angeles:

burbank_losangeles@hsr.ca.gov

Numero de Teléfono:

(800) 630-1039



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English & Spanish PDF

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California High-Speed Rail Authority



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Appendix C.6

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Burbank to Los Angeles Project Section

[Burbank to Los Angeles Project Section Map](#)

[Public Scoping Meetings - Summer 2014](#)

[Notice of Intent / Notice of Preparation](#)

- [Notice of Intent \(NOI\): Burbank to Los Angeles](#)
- [Notice of Preparation \(NOP\): Burbank to Los Angeles](#)
- [Initial Study \(IS\): Burbank to Los Angeles](#)

[PREVIOUS PALMDALE TO LOS ANGELES PROJECT SECTION](#)



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